

CYCLE NEWS[®]

WEST

Volume XI : Number 20 : May 28, 1974

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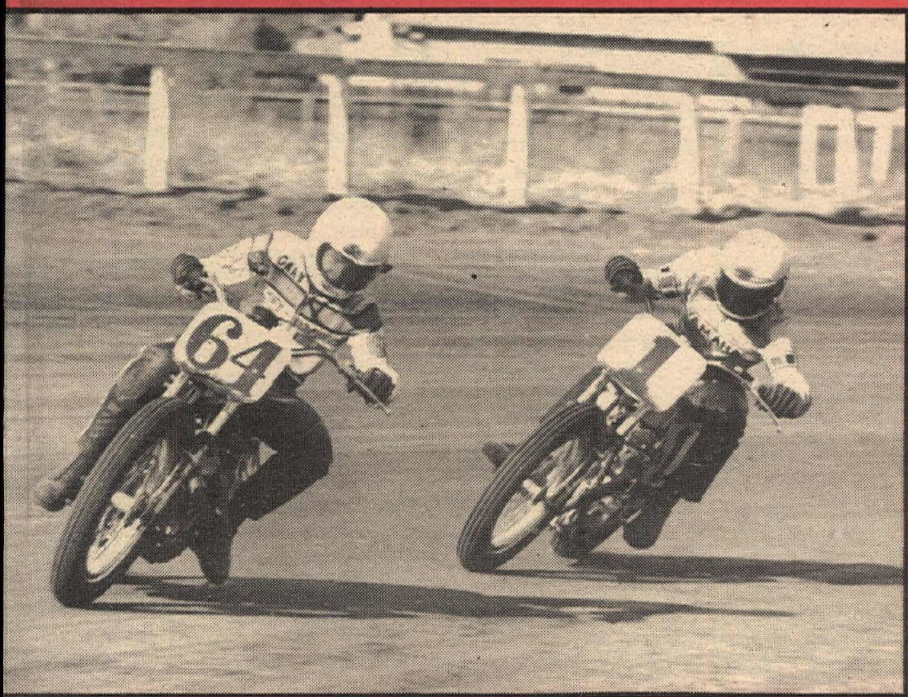
HONDA XL250

Zen and the art of motorcycle making



ENDURO

Freakout with Granny & the Cowbell through the High Sierra High Mtn.



National Mile to Roberts by a wheel

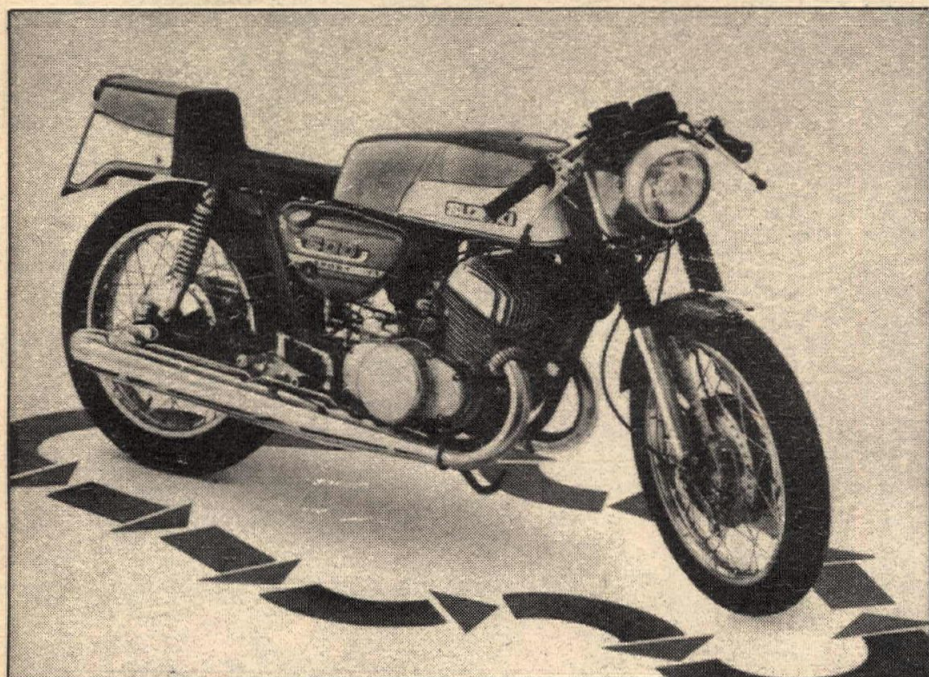
WORLD

Championship MX takes Pomeroy to Czecho & Poland; Lackey to France

NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY



Many motorcycle manufacturers sell completely different models in Europe than in the U.S., but this European market Suzuki 500 Titan Sport model is more different from its U.S.A. market counterpart than most. Suzuki also sells a full fairing cafe version of the GT 750. Photo courtesy of Motociclismo magazine.

A whole bunch of winners at the Mother's Day Scrambles at Perris Raceway donated their prize money to Manuel Burton, a photographer injured when a bike went out of control. The nice guys are Mike Minning, Mike Tidwell, Steve Bales, Scott Smith, Charley Soderstrom, Rick Marquis, Kirk Redding, John Sprague. The Powder Puff Association hopes rider Larry Logan and spectator Mary Griggs recover quickly also. Get further info. from Diane Connolly, 213/375-0737.

CMC is holding a \$2,000 purse motocross (with four foot trophies to Juniors and Intermediates) at Saddleback May 27. The Honda and Yamaha teams have already said they'll attend.

CMC may also sanction the Snake River MX to be held in conjunction with Evel Knievel's canyon jump attempt.

More details are surfacing on Bultaco's 360 road bike. The British will be getting their first ones after November. Based on the Montjuich 24-hour winner, it weighs 275 pounds, has gear primary drive and electronic ignition. Rumored for Fall '75 is an electric-start 250 tourer with engine tuned to Pursang specifications.

This guy has 300 acres in the Thousand Palms area near Palm Springs, California and wants to lease it to a cycle park operator. He'll even co-operate on the deal, with a joint management arrangement if needed. The real estate

has paved road access, water, electricity and the man to talk to is desert rider William C. Dunlap of Dunlap Associates, 3591 Long Beach Boulevard, Long Beach, CA. 90807. Phone (213) 424-8191.

The Superbowl of Motocross, at the L.A. Coliseum of June 22 is gonna let any M.O.R.E. member bring in one child under 12 years of age free. Why doesn't some local TV station televise this spectacular event? It might attract more viewers than Bowling for Dollars.

Roger DeCoster is riding for Bel Ray Lubricants now, as well as U.S. Suzuki.

Corona Raceway has reached an out of court settlement of an anti-noise suit. The track will remain open with a slight schedule adjustment. Call (714) 735-1705 for more information.

AFM 300 MILE ROADRACE CORRECTIONS: AFM scoring uncertainties led to our printing that the Reg Pridmore team was second in the AFM race last weekend. It isn't so. The Parriots were still first, but the Bob Endicott/M. Rossteuscher BMW was second, with the ND sparkplug equipped Kawasaki of Fred Walti and Bob Crossman third.

IGNORED: Arthur M. Friedman, riding a blazing blue Team Toad sponsored Kawasaki 175 Enduro was completely ignored by both the announcer and the scorers when he took third in the 200 Production sprint race preceeding the 300 mile race at the AFM happening.

While Art was finding a slot on the grid, the announcer made a big deal of John Weed being an ex-editor of the bogus "other" weekly, but did not even acknowledge the presence of Art, Associate Editor of *Cycle Guide*, and alumnus of *Cycle News*. To top it off, AFM gave Art's traditional number 44 to Tom Beesley. Smacks of conspiracy...

Marland Whaley's age caught up with him again. The British press reports he was barred from riding the Scottish Six Days Trials as "too young." Marland was philosophical about it; they can only keep him out another year.

Malcolm Rathmell (Bul), Mick Andrews (Yam), Martin Lampkin (Bul), and Rob Edwards (Mon) finished 1-2-3-4 in the Italian Trials Round. This extends Rastus' "world" points lead to four over Andrews.

Giacomo Agostini (Yam) picked up his first double GP win of the roadrace season at Salzburg, Austria. He held off MV's Gianfranco Bonera in the 500 after Read seized, and won the 350 by outlasting the field in a driving rain.

GREEN STICKIES — Speedway bikes will be exempted from having to wear the California off-highway registration sticker, but owners will have to buy a permit to transport them for the same fee. The permit does not allow operation of the vehicles on public land, but the owner is free to switch frames, engines, etc. At \$15 every two years, the permit is still cheaper than property tax.

Motorsports Associates of Los Angeles, Harold Murrell and Pace Management of Houston, Texas have formed a joint venture called Motopro Enterprises to promote motorcycle races all over the country. Their first venture will be an Inter-AMA motocross at Salt Lake City June 30.

Jim Manning, Manager of Orange County International Raceway, needs about two tons of coffe grounds. He wants to use it to break up the adobe composition of his track, ala the Whole Earth Catalog suggestion. Interested parties with grounds to unload can contact Jim at 714/838-9303.

There's a \$200 reward for the return (no questions asked) of 900 Superbowl of Motocross tickets stolen from the Superbowl van in La Mirada, California May 15. Contact Glen Baumgartner at 213/944-3931.

"Bad Rock," the fine film by Peter Starr about the two-day enduro of the same name, will be shown June 2 at 9:30 p.m. on Channel 11 in Los Angeles. Nielsen families, hurry home in time to watch it Sunday.

Indian says they will bring out a "multi-cylinder 350/500cc engine next year."

The May issue of *Cycle* is all about gas queues and ten-gallon limits. Remember?

Mickey Thompson's S.C.O.R.E. has lined up over \$70,000 in contingency money for their upcoming Baja 500 Internacional. Something like \$15,000 of it is exclusively for bikes with Yamaha, Husqvarna, and Montesa all chipping in with some heavy bread if you win on one of their bikes. Even friendly ole "Cycle News" is paying the first three finishers in each of the three bike classes no matter what kind of machine they're on. Get your free stickies while they're hot.

The first black pro racer to win a money paying motocross, JOE JOHNSON, will be racing in the Superbowl of Motocross June 22.

Dealer members of the Orange County Dealer's Association are now selling "Superbowl Supertickets" for the price of one regular \$10 VIP seat. For the bucks you get a seat next to the

Superbowl uphill, a bus round trip between the dealership where you buy the ticket and the Los Angeles Coliseum, and a program. Kids under 12 get the same package for \$5.

If you lost a helmet at the DRA Cal City GP and can identify it, call Dave Jensen (213) 966-6402 to get it back.

Some madman (or madmen) have been going around sticking sugar in the gas tanks of assorted street bikes and racers alike in the San Fernando, California area.

Near as we can tell from a letter we got from SoCal MC, they think the AMA is an agency of the Federal Government...

NICE PEOPLE DEPARTMENT. We just learned that the Dirt Diggers North MC paid biker Jim Stitt \$185.50 for the use of his water trucks at the recent Hangtown National. Stitt, CN's candidate for the "Nice guy of the week" award endorsed the entire check over to M.O.R.E.

It's too bad that Jim Stitt doesn't operate a statewide water truck service.

Super Joe Einhorn is scheduled to make a jump in Canada on a Ducati soon.

When Dave Aldana went to the doctor for his broken wrist, an x-ray revealed another break in his hand, dating back about three years. Surgery will be required to put it all back together the way it should be.

Pat Manning's reply to our poop item that CMC Road Races could use a bit more practice; "Get your ass out of bed."

The Cactus Cats MC versus the BLM court case has been taken under submission by the judge. If the feds lose, the BLM will have to return every \$1 per rider fee they ever collected. The decision should be known in six to eight weeks.

OH BOY! The Sacramento Chapter of the AFM is going to hold two more road racing schools at Sacramento Raceway, May 26 and June 23. It's a good chance to learn the fine art of riding twisty tarmac without getting killed. Papa rode the last one and had a good time. Get more info from Carl Stone, (916) 332-5130.

There will be a Southern California opening round of the AMA National Trials Championship. It's on for June 22 at Saddleback, hosted by Southern California Trials Association, an ATA member club. Remember, letters of intent to compete in the series must be in to the AMA by June 1, and entries for the SoCal round must get to SCTA, P.O. Box 614, Buena Park, Ca. 90620 by June 3. For more on the ATA/NATC rules controversy, see Page 32.

OOPS! Attached to the list of motocrosses qualifying American riders for the InterAMA and TransAMA races is the firm enjoiner that only these events will be used for rider grading and only top-graded riders will be allowed to enter the AMA's two international series. Right off hand, we can think of at least two American riders who won't qualify: Brad Lackey and Jim Pomeroy. They had to give the qualifiers a miss to compete in a thing called the World Championship. So far, Brad has finished one qualifier in about fifth place and Jim, none. Where's the loophole clause?

While puzzling over the effects of the new AMA professional racing rules, we are also struck by the fact that at any international motocross (That means InterAMA or TransAMA), the top 20 starting positions at the gate will be determined by current national points standings. Does that mean that Roger, Heikki, Adolf, and the gang have to wait to go to the gate until after... uh, who is 20th in national motocross points, anyway?

Scottish Six Days Trial

EDINBURGH, SCOTLAND, MAY 6-11 Mick Andrews, aboard a recently introduced Yamaha monoshock trials bike, emerged victorious in the torturous Scottish Six Days Trial. Andrews, who took command of the lead at the end of the third day of competition, finished 10 marks ahead of Bultaco works rider Malcolm Rathmell. Sweden's Thore Evertsson (Ossa) placed third for the best finish ever by a foreign rider. In fourth and fifth positions were the Bultaco riding Lampkin Brothers, Martin and Alan.

American entries were led by Joe Gugliemelli (Yam) in 45th position, Bob Hopkins (Yam) in 47th and Curt Mayfield, also aboard a Yamaha, in 52nd place.

The SSDT, conducted mainly in wet weather, played host to an entry of 228 starters with 170 riders completing the full six days of riding. ●

AMA Pro race rules change

The first semi-annual meeting of the AMA Professional Rules Committee was held in Westerville, Ohio on May 7 and 8, with 14 voting delegates present.

Rules and rule changes passed by this first meeting of the committee are subject to review when the committee re-convenes in October, with the rules to actually be implemented January 1, 1975.

Major rule changes passed by the committee include the following:

— Machine count requirement for all types of approved equipment was set at 25.

— All professional competition is to be muffled to 92 decibels measured on the A scale at fifty feet as of January 1, 1976.

— Rule stating that Novices were to receive 10% of the purse and Juniors 20% of the purse up to \$1200 was changed to raise the limit to \$2000.

— Rule requiring that a rider complete the meet with the machine he qualified was changed to require that the rider complete the event (i.e. heat, semi, final, etc.) on the machine on which he started that event. Thus the rider may use more than one machine during the course of the meet.

— At any National Championship or international motocross meet, starting positions of the top 20 riders will be determined by current National point standings. Remaining positions will be determined by lottery system.

— Novice motocross number plates will be black with white numbers. ●

DKW wins S.A.M. MX

By Tom Corley

ORANGE, CAL., MAY 11

An invasion of hotshoes tore up the classes in the Saddleback Association of Motorcyclists race at Saddleback today. CMC star Tommy Croft greased by Frank Rowe who got back into the 250 Experts while "Super Fatso" and George Wegner of *Dirt Bike* magazine came to whip it.

CMC honcho Kel Franks was eyeballing the Expert action moto 'cause Croft was on his Franks framed machine with a Suzuki mill. The two-40 minute motos were almost handed to Croft, which gave him the Overall. Frank Rowe took a trick Yamaha to hook a first-moto second but then did a big DNF. Alan Kent (Bul) took second Overall.

The last time I mentioned Dale Walter I said his DKW was bogus and he became mildly annoyed. Since I don't want to get punched out this time I'll just say his machine was good enough to win over the Yamahas of the combined 100 classes while he soloed in the Juniors for the win. ●

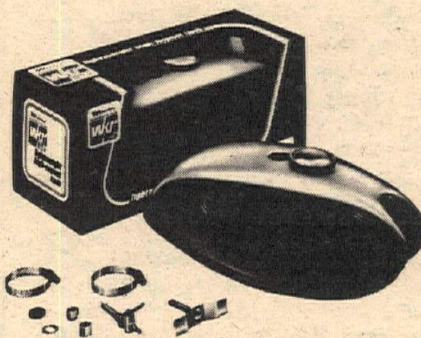


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VOICES OF THE WEST

Motocross, rain or shine

Mike Plunkett advertised his race at Baymare would be run rain or shine. Obviously, it wasn't and yet next week you continue to advertise his event after the phony advertising he put in the week before. I no longer wish to subscribe to your weekly.

R. LEE
Van Nuys, Calif.

When an advertiser buys page space in Cycle News, we cannot censor their ads. We can comment editorially on whether a promoter delivers what his ad promises or not, which Papa Wealey did following this event that also disappointed a couple of staff racers. We're always sorry to lose a subscriber but wish it was for a better reason at least...Ed.

More for M.O.R.E.

Please see that Russ Sanford gets this contribution, as I haven't been able to find M.O.R.E.'s address in the last five issues of Cycle News.

You know, it only took me fifteen minutes to get the money order, address the envelope, stamp it and write this letter and mail it. But I spent hours looking for M.O.R.E.'s address. Therein may lie part of the support problem that Russ faces.

I, and some of my friends may want to contribute to M.O.R.E. later, so why not publish the address in every issue?

S.A. WILKINSON
Mojave, Calif.

Okay, M.O.R.E.'s address is Box 26062, Sacramento, Calif. 95826. We'll forward any donations if you send them to M.O.R.E. or Russ Sanford in care of Cycle News West. Check the Ad index each week for M.O.R.E.'s listing.

Goodbye, Len

Lenny Macchiarella was the type of person that stood out from the rest. He was a natural rider. He moved quickly through the Novice ranks on his Hodaka. Then he bought a Husky and really started to add up the trophies. Len was only thirteen then. Through the next few years he worked his way up to be one of the top Experts in our area. He was a real crowd pleaser with his distinctive riding style.

Finally he got a big break, the kind everyone wants. In May of '74 he received a factory ride on a Husqvarna. All this at the age of sixteen. Everyone knew he was going places now. The happiest people were his grandparents who had attended all the races with him.

Our hopes died today when Lenny passed away in a hospital bed, afflicted with a rare blood disease that he never knew he had. There must be a lot of truth in the phrase "the good die young." He has enriched the lives of everyone who had known him.

RAY ARNDT
Trophy Cycles
Mt. View, Calif.

Muddy freak

Add to your staff a muddy, woodsy enduro freak journalist and your rag would be 1000% for me instead of a mere 100% now.

D. E. HAYMOND

The readers want it, we do it. We have taken a staffer away from the desert and road racing this weekend and set him adrift in the mud of a Northern California enduro. Unless he sinks into quicksand, the High Sierra Enduro report will be in this issue...Ed.

"Effete Sierra Club"

In regards to the rather adept letter of Mr. Murchie, Issue No. 16, I think it might be appropriate for him and other members of the effete Sierra Club to read James Michener's *The Source*, and see just what man has done to man over the years.

While "The Club" may not appreciate ORVs, the idea of eliminating them from existence is no different from genocide of the Hitler era.

The ability for mankind to do his thing only comes in degrees, and motorcycling has a place on this earth right along with the rest of mankind. Diplomacy might be a tough thing for some, while others concern themselves with just that as a regular part of life. Think about it.

W. H. SPENCER
Fremont, Calif.

Off-road registration

For weeks now I have been reading about the Green Stickie law. What about riders who own dual purpose motorcycles and have them properly registered for the street? The law says that this registration entitles one to operate the vehicle off-road. Okay...if I do any serious off-road riding I naturally remove the mirror, lights and the license plate. No where does the law say that this plate must be displayed while operating off-road.

A judge has agreed with my interpretation twice since there is nothing in the Vehicle Code concerning the legal configuration of a street registered bike operating off-road. But can I expect to be harrassed in the future?

Can you shed any light on this? It must affect a rather large group of riders.

DONALD W. KURTZ
La Verne, Calif.

Dear Sikle Nuse...

In your May 9th issue you made a grave mistake. You failed to let all us readers no that Harlam Davis faktori team will enter there 1063cc nine cylinder "Swine" at Ontario later this year and most of all that Mernt Unlawful will ride it.

LADMO "STREAK"
(and I did) Mung

Bast fan

I was upset after reading the Letter from Scott Paul (Volume XI No. 18) about Steve Bast's flat tire at Irwindale.

Steve had a flat tire from the first turn of the second lap and rode that way until the first turn of the last lap when the tire came off the rim. He rode on the rim and finished the race.

Scot's opinion is just a little biased.

D. BENDY
Buena Park, Calif.

FIM ruling

I am in agreement with the FIM's recent decision to ban the Yamaha TZR 700 and the Harley 750 from Formula 750 competition.

It seems strange that Yamaha, spending mega-bucks on their racers did not read the rule book. Maybe they thought no one would notice.

I own both a Harley 100 Baja and a Yamaha RD350, but I think that if Kawasaki, Suzuki, Norton, and the rest play by the rule, then everyone should.

RON TANAKA
Gardena, Calif.

Ascot dispute

Berry and Tobey (in the Junior Main April 26) were not dead even going up the back stretch. Berry had Tobey by at least one half bike length or more. I have not seen them but I understand there is one or more pictures that will back me up.

B. H.
Anaheim, Calif.

CR125 big end

My Honda CR125's big end bearings blew recently. I understand a racer is bound to break, but my gripe is that a \$2 bearing cannot be replaced because American Honda doesn't sell individual bearings or rods, only a new crank for \$51.80. This is how American Honda can advertise so much.

MARK PAPEL
Montebello, Calif.

Sex

Hey Monsieur Papa Wealey, you may be right about the French not doing anything in a hurry except changing governments. (Right now we sure could learn from them.) but about being lousy lovers you are wrong, wrong, wrong. I married one.

EDWIN L. ETHRINGTON
Santa Cruz, Calif.

Boyd & Stellings blues

Does anyone know where Boyd & Stellings is?

PAT BURKE
Carmel Valley, Calif.

Boyd & Stellings are out of business. Their assets were purchased by Ken Maeley Enterprises and U.S. Sports...Ed.

Yeah!

Yea Tony Distefano!

Lets give a hand to Tony and the rest of the privateers of Pro MX. These guys really deserve it.

JOEL JAMIESON
Garden Grove, Calif.

Green Stickies...

I just read Scott Eastburn's letter concerning the Green Stickies. I am very much disturbed about the whole mess. I haven't seen any good come of the \$15 I paid (foolishly) for immunity from prosecution for riding on "public" land. How dare the state say that I can't carry something in the back of my pickup without a useless sticker they rip me off for. 1984, here we come!

MIKE FITZGERALD
San Diego, Calif.



Another Ken Roberts

Cryptically carrying Ken Roberts' old number 80, 14-year old Randy Mamola of Santa Clara, California is the newest and youngest member of the official Yamaha factory team. The choice of number is no accident. Randy was discovered and signed by Jim Doyle, Roberts' partner/manager.

To District 36 dirt track fans, Randy Mamola is already a familiar name. Since he first entered Y-AMA competition at age 12, he has won 14 of 15 races at Fremont and taken the High Point Series at Oakland, as well.

Aside from his riding, the Buckser High freshman is into unicycles and playing the drums. On top of all that, he's got a galaxy of freckles.

AMA tobacco series

WINSTON-SALEM, N.C.

In a joint statement issued May 17, Ralph Seagraves, Manager of Special Events for R.J. Reynolds Tobacco Company and Ed Youngblood, General Manager of the AMA announced plans for the \$15,000 Camel Pro Series.

A Camel Filters point fund of \$15,000 will be offered for the top 10 finishers in the Series, which consists of three mid-summer events on the AMA Grand National Championship trail.

Races selected from the 23-event Grand National circuit include the Kawasaki Superbike International at Laguna Seca Raceway near Monterey, CA, July 28; the Santa Fe Speedway Short Track National near Chicago, IL, August 9, and the Half-Mile National Championship at Vigo County Fairgrounds, Terre Haute, IN, August 11.

Thus, the Camel Pro Series features different elements of Grand National Championship racing, including an international road race, a night short track and a half-mile dirttrack, giving all the AMA's championship riders an opportunity to collect from the \$15,000 fund.

Distribution of Camel Filters money will be determined by the AMA Grand National Championship points earned by the riders in the Laguna Seca, Santa Fe and Terre Haute events.

AMA Publicity Director Dave Despain comments, "The Camel Pro Series is a welcome addition to the most lucrative Grand National Championship series in AMA history. With \$15,000 in Camel Filters cash on the line for the riders in these three events, we can anticipate some terrific competition for the top 10 Camel Pro Series spots."

Laird Gann, Team Manager for the Camel Pro Series, explained that the three-race Series is "a result of a joint effort between the AMA and Camel Filter cigarettes to create a meaningful impact on the sport of motorcycling. The Series also enables us to reach the action-oriented fans who participate in and follow professional motorcycle racing — a large group of people who represent an important market for Camel Filter cigarettes."



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Kenny gets the wreath, Gene gets the wine, Garry checks the house and Garry's mechanic Bill Werner gets his picture in the paper.

Roberts' Mile

By Charles Clayton

SAN JOSE, CAL., MAY 19

Kenny Roberts gassed it hard coming out of the ultimate corner and whizzed past Garry Scott in the last inches of their 25-mile

struggle to win the first mile-track National Championship of the year. Gene Romero was a fast-closing third, bracketing the number 64 Harley-Davidson XR of Scott's in a 1-3 Yamaha sandwich.

Breathtaking performances led up to

the climax, keeping the 9,000 audience guessing as to the final outcome. Thirteen men broke the year-old track record of 39.46 seconds in the qualifying laps. Nearly a hundred AMA dirt track Experts entered the winnowing process that would determine who's best. Would it be Mert

Lawwill, the fastest qualifier? Jim Rice, who seemed very confident of some new tuning secrets breathed into his Harley by Tom Sifton? Defending champion Gene Romero, shed of his winter fat and hot from Friday's Ascot victory? Scott, of course, and of course Kenny...

The preliminary races were not dull. Mert motored away with the first one while Jim Odom picked off such fast-moving targets as Gene Romero and Bob Sanders on his way to a thrilling dice for second with Roger Crump. Brothers Hank and Garry Scott bunched up with Kenny Roberts in a second heat that brought fans to their feet, until Roberts settled that one. Then Rex Beauchamp overtook Frank Gillespie to lead the third heat and fend off the attack of Texan James Rawls, who'd moved up through the pack after a bad start. Rice's motor went sick in this

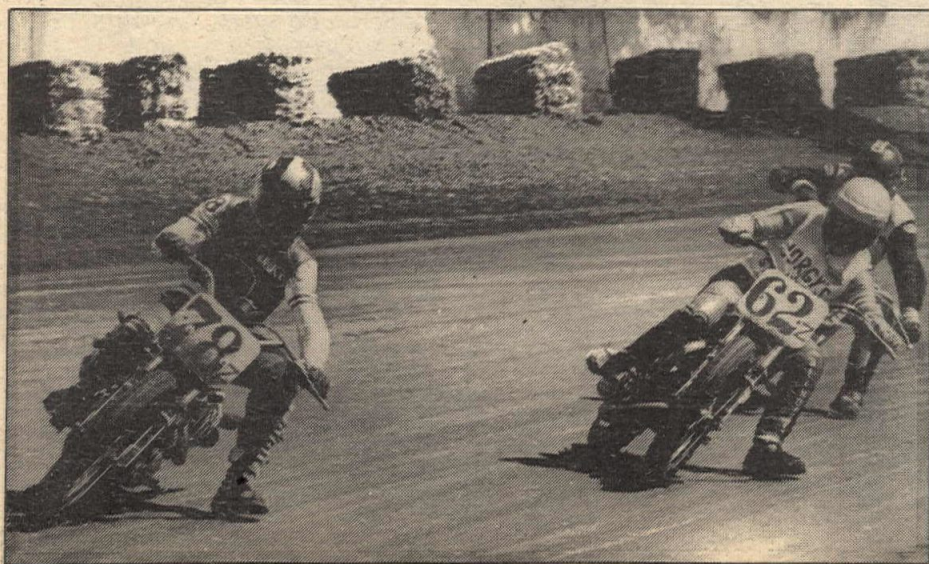
race. Scott Brelsford showed the way to Chuck Palmgren in the last heat.

The semi-finals were spectacular also. With only the first two going to the national lineup, Rookie Bob Sanders took daring chances to get in front of Albuquerque's Mike Collins in their semi. Rob Morrison overtook the leaders and Terry Dorsch followed him through the traffic to win transfers in their race.

As the warm afternoon sun and cool breezes played over the softly rolling California hills, the 20 fastest and best motorcycle artists lined up on the black dirt stage. The green flag snapped and Garry Scott and Scott Brelsford, two Harleys, shot out from the rest. Roberts crowded past into second place and chased Garry for five miles before he could overtake him.

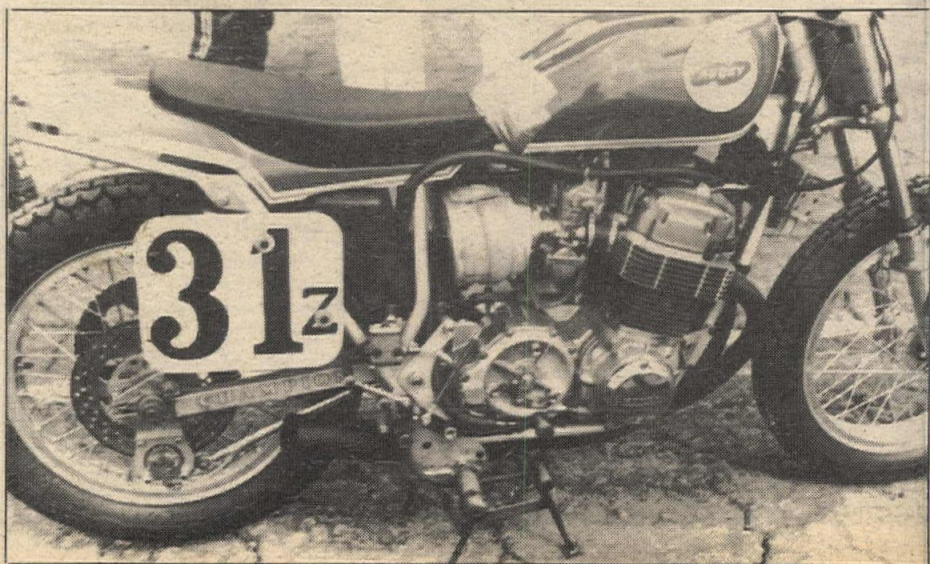
Meanwhile Gene Romero, gathering momentum from fifth place, picked off

Bruce Hanlon leads Alex Jorgensen and Tom Berry home in the Junior Feature.



DAN MAHONY PHOTO

Rick Hocking's 4-cylinder miler put out a claimed 95 horsepower.



his predecessors and concentrated on keeping the two leaders within striking distance. After Roberts, Scott and Romero there was a vast gap, followed by a mob of thundering motorcycles led by Rex Beauchamp.

As the miles sped by, front numberplates went black from the spray of tire dust, except numbers one and 64, side by side and nose to tail, changing the lead every few laps. At 23 miles the pair were dead even in front of the grandstands.

Then Garry pulled a few more beans out of the Harley and started to build up a lead past the white flag signifying the last lap. Romero was inching up, little by little.

Then a gasp and a roar from the onlookers and Kenny has it. Where did he get the power? The National Champion is mobbed by his happy fans.

Four riders dropped out of the final. Rawls was the last to go; after catching his foot in a hole it snapped back and pinched one exhaust pipe shut.

Roberts won \$2,290 for his ride, Scott \$1,430 and Romero \$1,145. At the official inspection later, all three engines measured 743cc.

Trophy Final

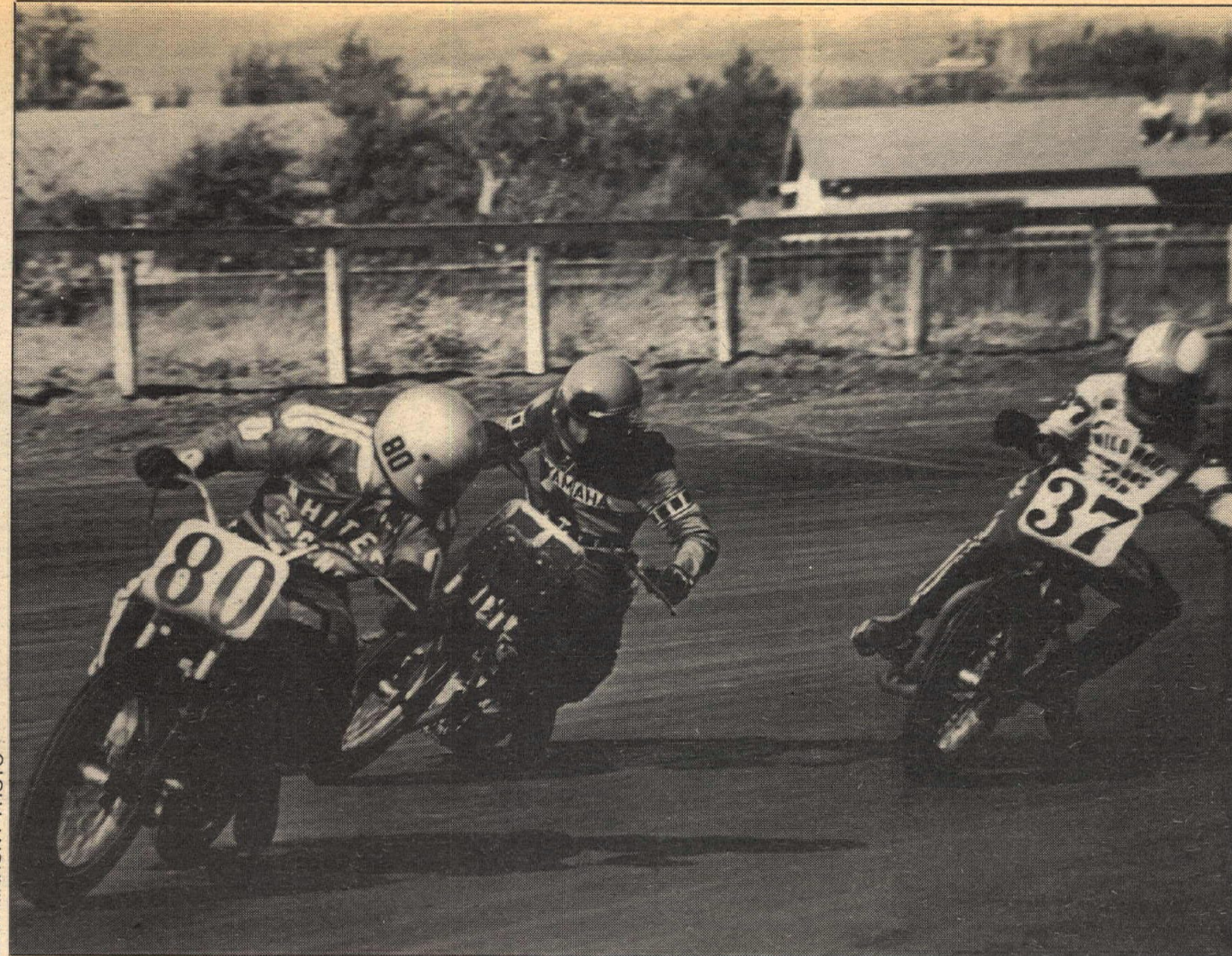
The so-called "Trophy Final," sort of a consolation race for National qualifiers, had been another thriller as alternate Tom Horton came from way behind to take the win from long distance leader Tom White. The victory netted Horton \$285.

Junior Final

Stars of tomorrow showed their stuff in the first outing on the long track. Mainly Bruce Hanlon, Tom Berry and Alex Jorgensen. Hanlon, smooth and aggressive, moved up steadily to take the lead away from Jorgensen, but Berry was having none of this follow-the-leader jazz. "If you aren't passing," says Professor Gary Bailey, "you aren't racing." These three were surely racing. The passes and repasses had the grandstands thinking they were watching Experts in action, instead of mid-ranked riders racing the mile for the first time.

Results

25 MILE NATIONAL CHAMPIONSHIP: 1. Kenny Roberts (Yam). 2. Garry Scott (H-D). 3. Gene Romero (Yam). 4. Rex



DAN MAHONY PHOTO

Tom White knows somebody is gaining on him in the Trophy Main. Sure 'nuff, Tom (55) Horton is giving him the whizz. Ron (37) Moore has a good view of the action.

Beauchamp (H-D). 5. Scott Brelsford (H-D). 6. Mert Lawwill (H-D). 7. Tom Rockwood (H-D). 8. Pat McCaul (Yam). 9. Bob Sanders (Nor). 10. Bob Morrison (Yam). 11. Chuck Palmgren (Yam). 12. Pat Marinacci (Tri). 13. Jim Odom (Yam). 14. Terry Dorsch (Yam). 15. Mike Collins (H-D). 16. Mark Brelsford (H-D). 17. James Rawls (H-D). 18. Hank Scott (H-D). 19. Charles Seale (H-D). 20.

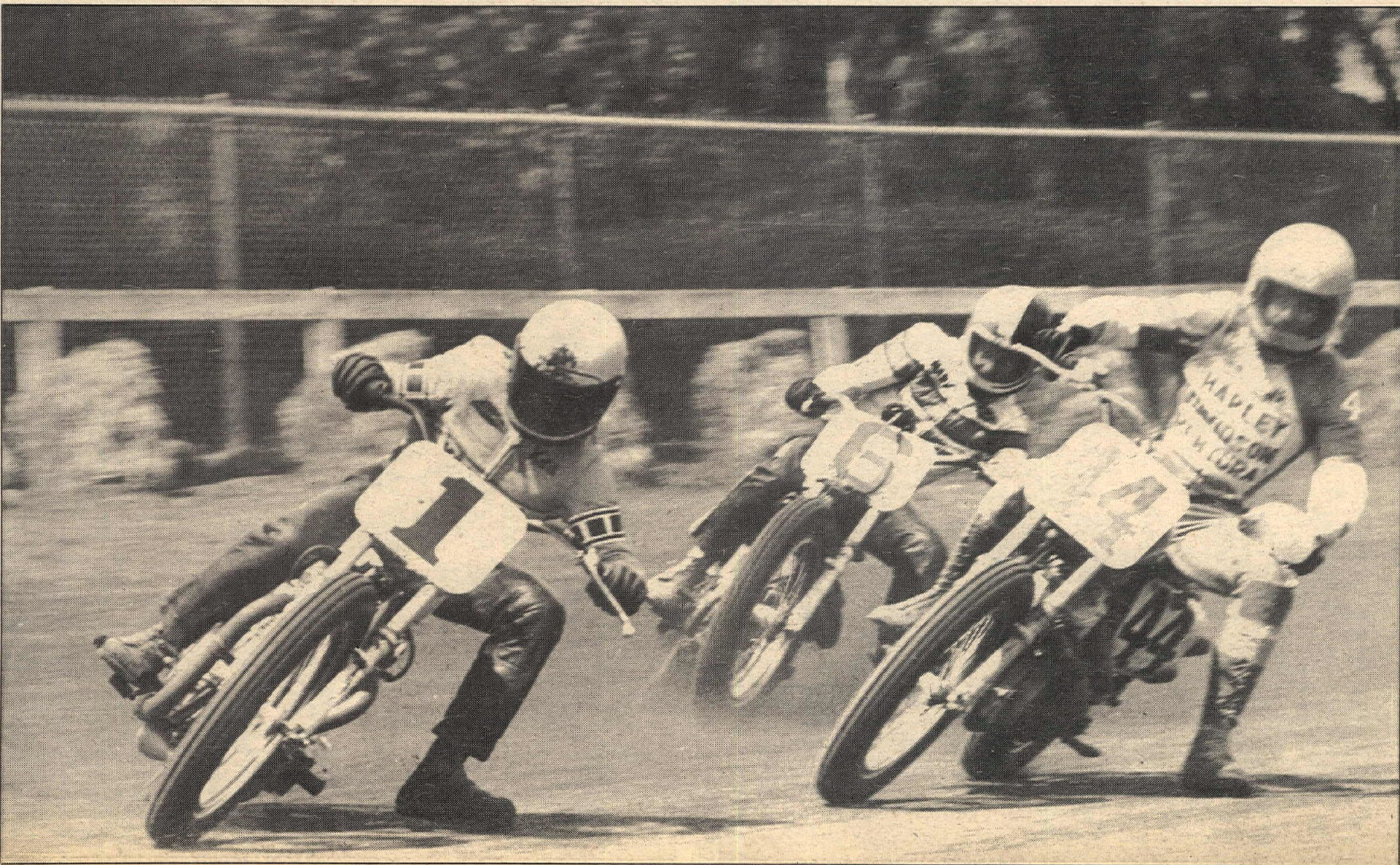
Roger Crump (Tri).

JR FINAL: 1. Bruce Hanlon (H-D). 2. Tom Berry (Yam). 3. Alex Jorgensen (Tri). 4. Skip Aksland (Yam). 5. Art Fredenburg (Yam). 6. Tom Kopriya (Yam). 7. Dennis Briggs (Tri). 8. Bud Smith (Tri). 9. Nick Nazzisi (Tri). 10. David Lewis (Tri). 11. Dave Bennet (Tri). 12. Don Dodge (Tri). 13. Dennis Robinson (Yam). 14. Dana R. Perri (Yam).

15. Gary Tonda (Yam).

TROPHY MAIN: 1. Tom Horton (Yam). 2. Tom White (H-D). 3. Ron Moore (Tri). 4. John Gennai (H-D). 5. Dave Smith (Nor). 6. John Hateley (Yam). 7. Michael Bailey (Yam). 8. Delbert Armour (H-D). 9. Sonny Burres (Yam). 10. Mark Williams (Tri). 11. Dewayne Keeter (H-D). 12. Dave Hansen (Yam).

Mark (6) Brelsford check's Ken's line around Dewayne (44) Keeter.



Speedway week Bast win streak comes unglued with a crash

Story & Photos by Dennis Greene

**Ventura, California
May 14, 1974**

Win Number Nine was denied to Mike Bast Tuesday night in the Scratch Main event after leading it for two laps. He caught a rut and went into a wheel stand that he could not control. Rather than hit the wall, he got off, knocking himself out, literally, and knocking himself out of his running win streak. Bill Cody went on to take the checkered flag. Mike Curoso got the second spot, Dan Becker the third, and Bast was fourth. Mike was shaken up but he did go to the pits under his own power.

Jeff Sexton came close to making it two Handicap Mains in a row as he dived with Dave Galvin for the lead in that event. Dave came out on top when Mike Bast and Mike Konle moved up on Sexton trying for the second spot. He was forced wide and found himself working just to hold the number two spot rather than taking over the lead.

Ventura's own Randy Marsh took honors in the Division Two Main, just inches ahead of Bob Schwartz and Andy Cadotte, another home town boy.

**Irvine, California
May 15, 1974**

Orange County International Raceway is in its second week with its



Off the restart of their King of the Hill match race at Costa Mesa, Sonny Nutter gets around Good Guy Steve Bast and stays there. Check that patch on Steve's leathers.

all second and third division show. This week produced two new winners. Bob Herz took the Scratch Main, holding off last week's winner, Bobby Ross, and also Bill Firnhaber and Craig Schafer. In the Handicap Main, the top spot went to Stephen Schlanser.

**Bakersfield, California
May 15, 1974**

Winner Number Five, Les Chanky, added his name to the list of winners in the Handicap Main at Bakersfield Wednesday night. This is the fifth week

of racing at Kern County, and no one has taken the event twice. Les had one of his best rides of the new year, holding off the challenge of Mike Bast, who is trying hard to be the second rider of the 74 season to win both Mains in the same night. Bill Cody is the only rider up to this point to win both, and he did that back at Irwindale's opening night.

**Irwindale, California
May 16, 1974**

The rain had already come and gone by the time the riders started to show

up, but the damage had already been done. The track was very wet and there was some talk about calling off the show. After the riders meeting, the word was go. The word was go, but no one went too fast. There was so much traction that it was impossible to get it sideways in the turns, making for a dull show. It was very hard for the riders to get through the turns, let alone pass.

Bruce Penhall found that the old Class C style worked best for him that night, and he made his way into both

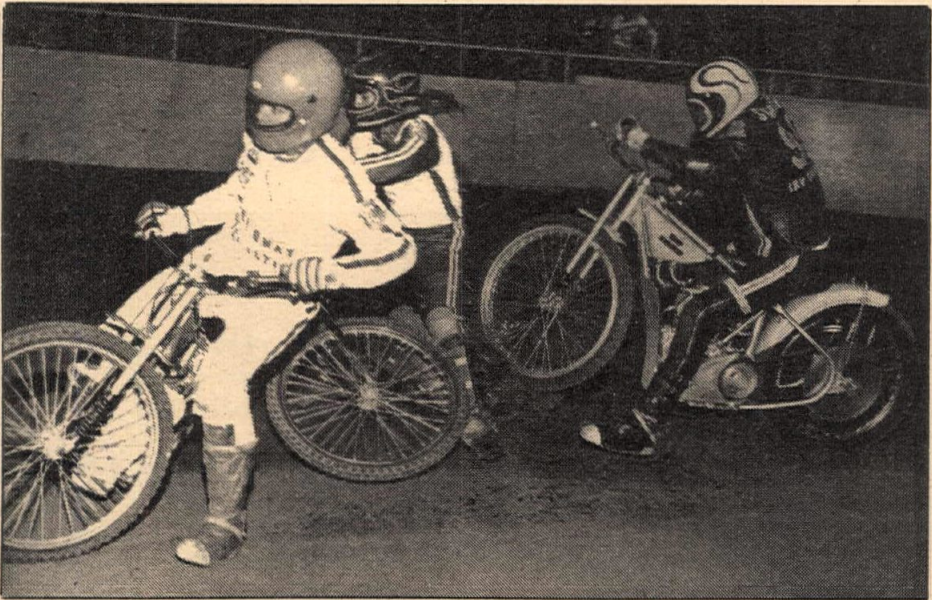
Speedway has got to be the only sport in which the box seat customers pay to get covered up with dirt.





The long and the short of it: Les Chanky doubled in Handicap Mains this week. Hope he took her out to dinner — they're not feeding trophy girls like they used to.

Second Division at Bakersfield: Ed Schweitzer gets some unexpected traction from George Ferrell's wheel, Chris Haines is oblivious to it all.



Mains, winning the Handicap. He was too quick in the Scratch Main, jumping the gun before the tapes went up. In speedway, that is a one way trip to the pits (disqualification).

Dan Becker is now the third man to win a Scratch Main event this season. Becker pulled one wheelie after another and had the flag men running to his aid in every corner, but he never did get off. This way out style worked for him and carried him to the lead for the win.

Becker did the job to Jeff Sexton in the Match Race, as well.

**Costa Mesa, California
May 17, 1974**

Les Chanky rounded out the speedway week by winning a second Handicap Main. Chanky had the advantage, starting on the 10 yard line and putting it to good use, staying out in front of the charge of Mark Cherf and Mike Bast.

Steve Bast, playing the good guy, gave up his chance to be the new King of the Hill of Match Racing. In the first lap of the Feature Match Race, Sonny Nutter, the reigning King, was dethroned when he slid out and crashed.

Steve stopped short of taking the checkered flag and gave Sonny a chance to restart. The rule about half the field going down does not apply for a 2 lap Match Race. Steve just wanted his chance to beat Nutter straight up. It was a good race, but Nutter got out in front and Steve was unable to regain the lead.

Nutter did not fare as well in the Scratch Main against Mike Bast. Sonny, Bill Cody, and the other half of the Bast Win Machine, Steve, all came to the starting line with just one thought in mind, beating Mike. Mike had an idea or two as well, and jumped to the lead before the first turn. He kept putting more and more distance between himself and the rest of the pack, taking the win hands down.

Mike Bast made it five out of five at Bakersfield as Bill Cody, the only other rider this season to win a Scratch Main, so far, never let Mike get more than a foot away in the four lap event.

Uncle Harlan Bast was the hero of the night in the Division Two Main. He won it to the delight of everyone. Even the guys he beat came around to congratulate him.

Speedway North:



Powell & Rooney shine at Cal-Expo

By "Sneaky Pete"
Photo by Glenn Artinian

SACRAMENTO, CAL., MAY 17

For three days, promoter Jim Denny and his crew worked completely re-doing the Cal-Expo Horse Show Arena track for tonight's races.

Denny, the new promoter this year, is going all out to give the riders a first class track and the fans a first class show.

However, the track to some nasty-looking spills. Only one rider went to the hospital.

Russ Powell was the winner of the Handicap Main after four riders went down on lap three. Rich MacMurray, Norm Denny and Mike Rooney walked away from this one. Ron McGill was taken to the Hospital where X-rays showed no injuries. Second place went to Alan Christian and third to MacMurray.

Mike Rooney won his third straight Scratch Main ahead of John Cunningham and Dale Stetler. Norm Denny was fourth after some wallbanging eliminated him.

Mike Corcoran moved into the scratch side of the program in place of an injured Butch Corder. Larry Mulock did likewise when Alan Christian had tape troubles.

Sam Vanderhoff won his first Division Two Main of the season, followed across the line by George Carter and Steve Bauer.

In earlier Div. Two competition, Cal Simpson and Jerry Bowers tangled in a heat race with Jerry and machine doing a severe endo. J.B. walked away, but a sick-looking scooter needed help. (Damn, these speedway guys are tough!)

Ms. Debbie Jackline returned to speedway tonight and easily won her Division Three Heat. (Winner of Div. Two Main Events last year, this Div. Three ride may have been a warm up for the lady.)

Bruce Flanders will be announcing Friday night, May 24th, for NorCal fans who haven't heard him, he is the greatest!

**Butch Corder and Alan Christian
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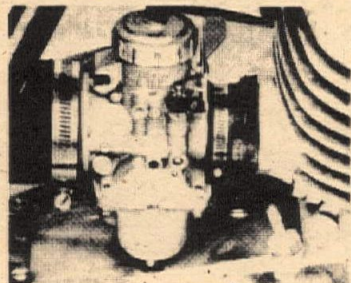
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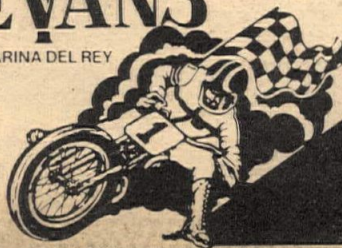
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Gene Romero collected the goodies for winning the Expert Main event for the first time.

Romero puts it together at Ascot

By Bob F. Read

GARDENA, CAL., MAY 17

Six different Experts in seven weeks of racing knocked off the Ascot main event. For Gene Romero, the win came following a

pair of third place finishes the previous two weeks. This time it was his show.

The factory Yamaha rider, who has found the weekly Ascot half-milers tougher than most national races, clocked in with the second fastest time trial for the third straight week.

Mert Lawwill timed the fastest, but it was to be his last front-running effort of the night. John Hateley put together his best effort and came on to pass and defeat Mert in the opening heat race. Pat McCaul and Devon Sowell crashed on the first turn of the first lap but both were up and off the track without bringing out the red flag.

The second heat was the first meeting of America's top-rated rookies. For the first time since they were Novices John Gennai, Rick Hocking and Hank Scott were on the track in the same event.

Romero and Ron Moore were running one-two ahead of the new hotshoes when Moore pulled to the pits with ignition troubles. Romero went on to win with Gennai in second, Scott third. Hocking went to the pits with a blown engine on the last lap while running in a transfer position.

It was upset time in the final Expert heat when Oregon's Mark Williams got off to a perfect start and led to the finish. Tom Rockwood pulled one of his last lap, last turn runs to ace Gary Scott out of second place. Danny Hockie ran fourth with Tom Horton dropping to fifth this week.

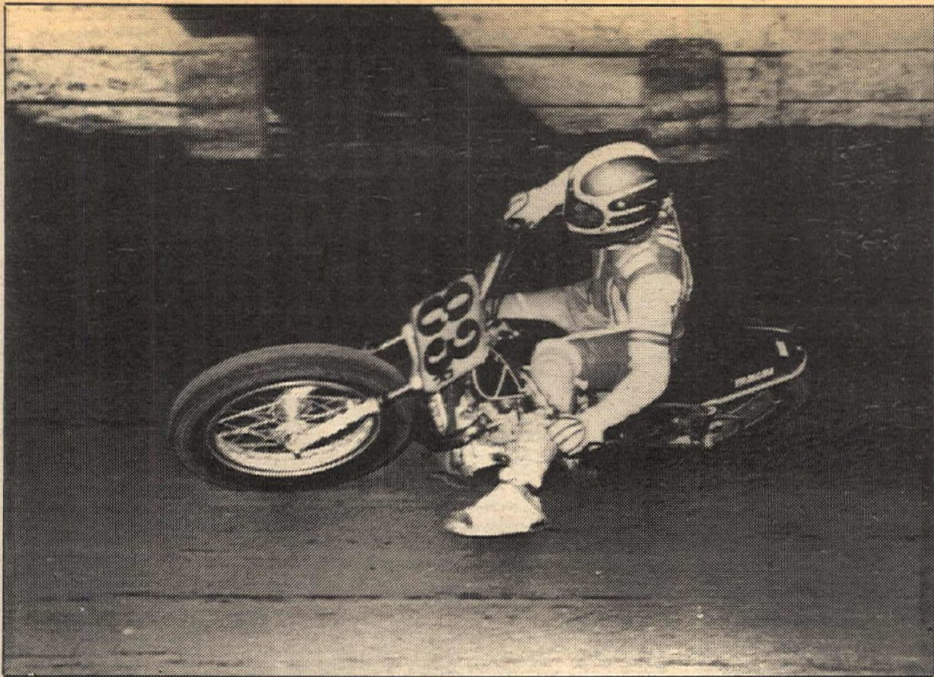
Horton came back to win the Semi over Gary Scott with big Eddie Wirth turning in some extra-fancy late lap riding to move from sixth to third, and the last transfer spot.

Hocking was the surprise leader at the end of the first lap of the ND Sparkplug feature but it ended there for the rookie. Williams took over on lap two with Romero moving up right with him.

For the next six laps it was a wheel-to-wheel duel between the Triumph from Oregon and the Yamaha from California, but Williams managed to hold Gene off. Then Romero took over the front spot, leading a dirt track main for the first time in nearly a year.

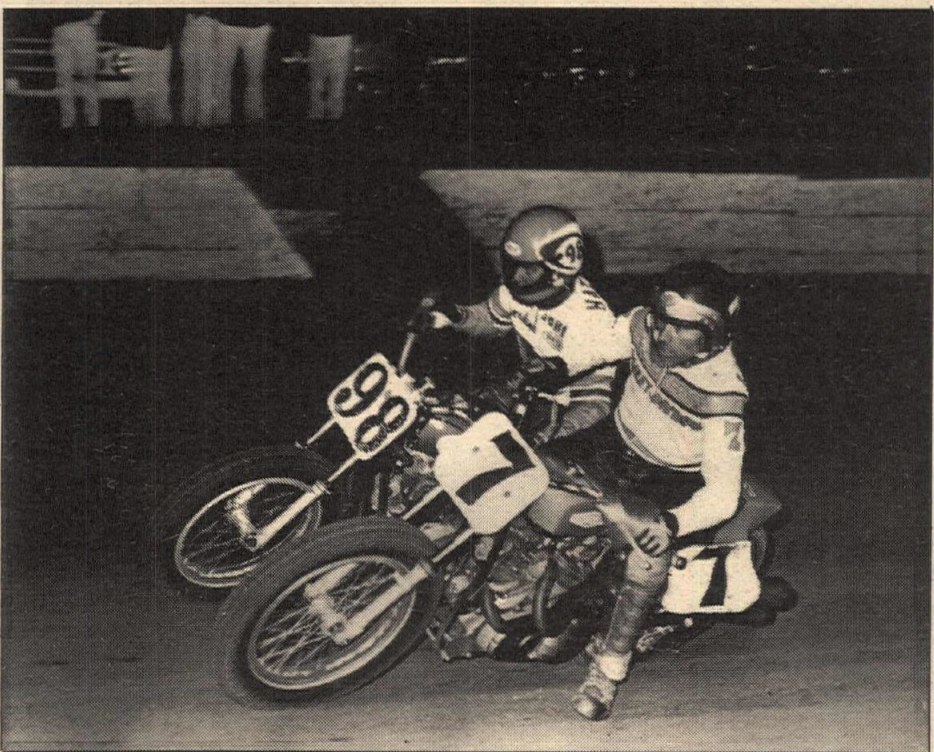
Williams kept in close all the way to the finish to put on his best half-mile effort ever, against a talented field.

Hateley climbed all the way to a close third before his engine went sick and dropped him all the way back to



Ascot saw a bunch of first time winners on what is likely the country's best half-mile. In the Junior class, it was John Allison.

Mert Lawwill (7) set fastest qualifying time Friday night by John Hateley got around him to win their heat.



eleventh before the finish. Wirth, the last rider to make the final, got going again, working his way from the back to run third. For young Hank Scott it was not a "welcome home," he finished in tenth.

The Junior class was loaded with entries from Oregon and Arizona but it was John Allison putting it all together for the first time as a pro rider and running away in both the heat and the final.

Washington's Kirk Watterson tried to upset the Californians in the second heat but crashed going into the first turn while leading on the last lap. He took Walt Foster down with him. The win then went to Rick Kraft from Arizona.

The Novices kept pace with the Experts and Juniors and also came up with another new first time season winner. Doug Garrison started on the pole, led from the start and held off four different challengers to win his first event. Steve Eklund tried, before he went out with engine troubles. Three-time winner, Elbert Turner tried, but settled for second. Point leader Dan McWhorter tried but ended up in third.

Consistent Brent Knauer seized an engine in the heat race and was pitched over the handlebars. Brian Garcia and Dave Racine tangled off the start line in the semi with both riders going down.

What happened to Gary Scott in the final? His rear tire went flat on the starting line before the event and he pulled to the pits.

The next two Friday nights at Ascot will determine the top five in each class for the "Gold Medal" bonus point fund.

Results

EX FINAL: 1. Gene Romero (Yam). 2. Mark Williams (Tri). 3. Eddie Wirth (Tri). 4. John Gennal (H-D). 5. Tom Rockwood (Tri). 6. Danny Hockie (Yam). 7. Tom Horton (Yam). 8. Mert Lawwill (H-D). 9. Tom White (Tri). 10. Hank Scott (H-D). 11. John Hateley (Yam). 12. Terry Dorsch (Yam).
JR FINAL: 1. John Allison (Yam). 2. Rick Kraft (Nor). 3. Alex Jorgensen (Tri). 4. Skip Aksland (Yam). 5. Mike Myers (Nor). 6. Chuck Soderstrom (Yam). 7. Mike Danell (Yam). 8. Jack Langston (Yam). 9. Tom Berry (Yam). 10. Art Fredenberg (Yam).
NOV FINAL: 1. Doug Garrison (Yam). 2. Elbert Turner (Yam). 3. Dan McWhorter (Yam). 4. Mark Smith (Hon). 5. Jim Wright (Yam). 6. Brian Garcia (Yam). 7. Mark Mitschele (Yam). 8. Jim Crowley (Kaw). 9. John Matherson (Yam). 10. Steve Eklund (Yam).

Novice Doug Garrison found out what it's like to win Ascot.



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CMC week

By Alan Shepard

Three weeks ago, Jim West was just another rider in the CMC who happened to have won more than his share of overall victories. Then, he caught fire.

On May 5th at Saddleback Park, he won both the 250 and 500 Pro classes and has won seven events this month, including three out of four tries this week. His 35 wins during a six-season career still remains 10th on the CMC record list, but just ahead are John DeSoto (39), Bruce McDougal (40) and Jeff Wright (41).

West cracked open both the 250 and 500 class at Irwindale Friday night via clean sweeps. In the 500, he had Luke Messer's Maico to contend with for the first two rounds, but then won easily when his main foe barely held on to the runnerup spot. In the 250, his smaller Husky was obviously weaker compared to the rest of the crowd, but three other crashes in the first moto gave him the incentive to win the final two rounds.

Don Bongiorno (Hon) and Larry McCarty (Bul) - third and ninth overall respectively - appeared to have the first race in hand when they slammed together and collapsed on the track. Val Tamiatti (Hon) took over, only to slide out a lap later. West had moved from sixth to fourth and inherited the victory. Tamiatti didn't give up, but wound up second overall.

West then decided eight motos in 48-hours in his favor by taking both rounds of Sunday's 500cc Pro class. He lost out in the 250s on the under-powered smaller machine against 26 other heavy-duty Pros. That ranking was won, only after a tough hassle, by Jon Derhammer (Yam). A missed shift and a spill made the difference.

Tommy Croft, on the Franks-framed Suzuki, cooked the class in the first round with Derhammer heading off Ray Topham (Mai) at the checkered. Then, for 11 laps of the final round, Topham - on his own hot streak since March - led, only to miss a shift just prior to taking the last lap flag and Derhammer shot by to win.

Croft, on slick Saddleback turf, couldn't find traction. While chasing in third, he slid out on the final lap and finished sixth; third overall.

When Marty Smith (Hon) signed up Sunday for the 125cc Pros, all bets were on him and he didn't fail, winning both motos by large margins. Billy Urban, back on the day tracks again with a new machine after four months forced layoff due to thievery, came through second.

Friday night's 125 victor was Tim Lunde (Hon), tied overall with Dave Eropkin (Hon) on points. Tim's final moto win, his only one of the night, made the difference.

On paper, Ascot motocrosses appear like parades, but in reality they are stuffed with great dices, come-from-behind rides, and bitter breaks.

Mark Tyer, Chuck Bower and Tim Lunde took their Hondas to the first three spots overall, then duplicated that by dittoing in each moto of the 125s. Ray Lopez (Bul), out of retirement, topped the small 250cc Pro turnout running with the 500s, which was topped by Luke Messer (Mai) with a clean sweep.

Highlight of that combined battle came in the final moto with a five rider scramble led much of the way by desert ace Cordis Brooks until his Bultaco quit. Jeff Jennings, on a beautiful-sounding four-stroke Honda, captured second.

The expected clash between Duarte and Arcadia Highs in the Friday night high school MX was just that... until the final round when Arcadia, the favorites, rolled up a 42-24 victory, advancing them into the Semi-finals to face Mark Keppel H.S. winner of last week's round by default. The winner could make the Superbowl June 22. This Friday night, the other Semi-final clash pits Azusa against Alhambra. Results on the Results pages.

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First class bike prep, smart line selection and steady riding ensured the overall win for Jim Weinert on the 450 Kawasaki.

Karsmakers and Weinert splash through Ohio mudbath

By Jim Gianatsis

HAMERSVILLE, OHIO, MAY 19

Motocross: The test of a man and his machine on a demanding track. The only word left out of the definition is "race," because in no way did racing apply to the 250cc/500cc AMA National Motocross at Gran Am Raceway. A rain-soaked weekend turned the track into an impassable mire for the \$7,500 Moto-East sponsored Yamaha Gold Cup Championship.

The track itself was a good one. Almost a mile and a half long through a hilly, wooded area over natural terrain. A heavy rainstorm early Saturday morning left it slick, but use by the Yamaha Motocross Team for a riding school during the day had left it in perfect condition for practice by race morning. Sections of the course alternated from super loamy to super slick, and often it was impossible for a rider to judge which was which until he dialed on the throttle.

AMA referee Chuck McCall, a fast motocrosser himself, divided the riders in the 250 class for two qualifying motos. The top twelve riders from each transferred along with eight from the Consolation moto. All forty-four Open class rider made the Main program.

Just as the first 250 qualifier headed for the starting gate, the sky let loose with the biggest gully washer this side of Noah's Ark. It lasted two hours. When the sun did poke out, bikes could be

found bogged down, drowned out, and stuck up to their tanks everywhere along the course. One back section of the course was nearly impassable without the aid of spectators who jumped the fences to help mud-drowned riders. It proved to be the favorite vantage point for the small crowd that braved the weather.

Finishing proved to be not a matter of being fastest rider, but who had the thinking and experience to pick a line that wouldn't stick or drown out his bike. Often, getting through a deeply rutted section required a full throttle attack on a transverse line. The mechanical preparation of the bike was also important, and those two factors: intelligent riding and bike preparation, combined with a little luck, gave Jimmy Weinert (Kaw) the Open class win and Pierre Karsmakers the 250 victory.

Husky's Jack Lehto spoke to the spectators during intermission, saying that the mud would be the great equalizer that would give lesser known riders the opportunity to do as well as the factory boys. He was right as many of the independent riders found they were lucky to be their own mechanics when it came to preparing for the mud.

250 National

Gary Jones put the Can-Am into the lead of the first 250 moto, but Pierre Karsmakers was right behind and seemed content to follow Gary, staying just far enough behind to avoid the mud the Can-Am was slinging up. After a few laps, it was obvious that Pierre was hanging behind Gary to watch his lines and, perhaps, waiting for the other National Champ to get stuck. After three laps of the cat and mouse game, Pierre slid the Yamaha round Gary to take the lead, now content in knowing the safe way around the course.

Pierre and Gary were actually the only riders anyone could keep track of. By mid-race, the remainder of the field was stuck somewhere or many laps down from the leaders. The only rider who wasn't was Marty Tripes. Marty crashed his Husky in the first turn after the start, getting away almost a lap behind, but once running he went wide open. At the 20 minute mark, he had made up the lost lap, passing Jones for second, and then Pierre to take over the lead. Just as he did though, the bike threw its chain, breaking the brake rod.

Disappointed, Marty sloshed his way back to the pits. It was the second National in a row that he had shown he could have won if the bike had held up. Pierre took the moto win, followed by Gary, and then Rich Thorwaldson.

The leader varied during the first three laps of the final moto as everyone took turns getting stuck. Pierre led the first. Tony Wynn had his Noguchi Yamaha in the lead momentarily, and then Thorwaldson was out front. Gary Jones was in second at one point, but then the Can-Am drowned out and the throttle gritted up. Don Jones worked feverishly to fix it, but couldn't.

Just finishing both motos meant a rider would place in the top twenty. By the fourth lap, Pierre was unstuck and back in first position, with Honda of Piqua's John Franklin (Pen) in second. Blasting back up through the pack again was Marty Tripes after another bad start. Blasting was hardly the right word as the mud was really bad and the tactic to get through a mudhole was for a rider to slide up to it, stop and wait for directions from the people standing there, then back up for a running charge at it. It helped to make sure there were enough people there to pull you out, because the odds were you would get stuck.

When John Franklin did get stuck momentarily on the last lap, Marty took over second to finish behind Pierre, with John third, and Bob Thompson (Oss), fourth.

With so much mud, the scorers had a difficult time. Protests kept the official scores from being posted until eleven P.M. Marty lost a lap somewhere at the start of the second moto, perhaps because he was stuck too long in a mudhole or had numbers impossible to read. Still, being dropped one lap in the final moto moved Marty only from second position to fourth behind Bob Thompson, an indication of the survival rate.

Open National

Tony DiStefano, current points leader in the Open class for the National Championship, was able to breathe a sigh of relief back in the pits when the race was over. He didn't finish well in the two muddy motos — continually falling down or getting stuck. But Mike Hartwig, his main rival for the Championship, had an even worse day.

Mike was leading the first moto by half a lap when his 390 Yamaha began to foul, finally quitting. Jim Weinert, cruising through the water on the factory Kawasaki in second, inherited the lead mid-way through the moto and held it to the finish. John Untiedt of Virginia, on a Maico was second. Not many people have heard of John even though he's raced a lot of AMA Motocross Nationals. Finishing around the top twenty, John used his head today, surviving the muddy track to finish fourth in the second moto, and second Overall. Husky's Gary Semics finished the first moto in third place, and independent Tony DiStefano was fourth on his home-built CZ.

Jammin' Jimmy led the second moto from start to finish. The 450 Kawasaki never missed a lick, and neither did he. Mike Hartwig came walking back to the pits when his Yamaha quit again on the first lap, mumbling something about "...someday, you'll own a Yamaha." And Tony DiStefano's points lead grew.

With Weinert in command for the lead, all eyes were on the race for second place. Two Husky riders, independent John Ayers of Oregon, and factory rider Terry Clark had quite a race going the second half of the moto. Both of them riding conventional CR 400's, they traded second place a number of times in the final few laps, after power slithering around the faster turns side by side. Clark held the advantage at the finish. John Untiedt, running second at one point during the moto, ended up fourth to cinch the Overall No. 2 spot.

Results

250cc: 1. Pierre Karsmakers 1/1 (Yam); 2. Rich Thorwaldson 3/5 (Suz); 3. John Franklin 7/2 (Pen); 4. Joe Fischer 5/6 (Yam); 5. Bob Thompson 10/3 (Oss); 6. Gaylon Mosier 4/10 (Hon); 7. Bill Grossi 6/12 (Hon); 8. Rick O'Brien 8/14 (Hon); 9. Kelvin Thomas 16/7 (Bul); 10. Peter Lampu 15/9 (Mon).
Open: 1. Jim Weinert 1/1 (Kaw); 2. John Untiedt 2/4 (Mal); 3. Gary Semics 3/5 (Hus); 4. Terry Clark (Hus); 5. Rod Cooper (Mal); 6. Tony DiStefano (CZ); 7. John Ayers (Hus); 8. Greg Davis (Hus); 9. David Doerschuck (Kaw); 10. Alan Hahn (CZ).

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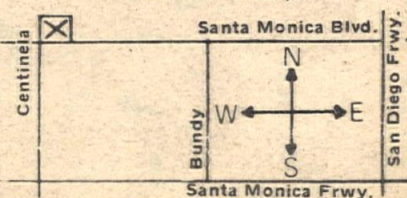
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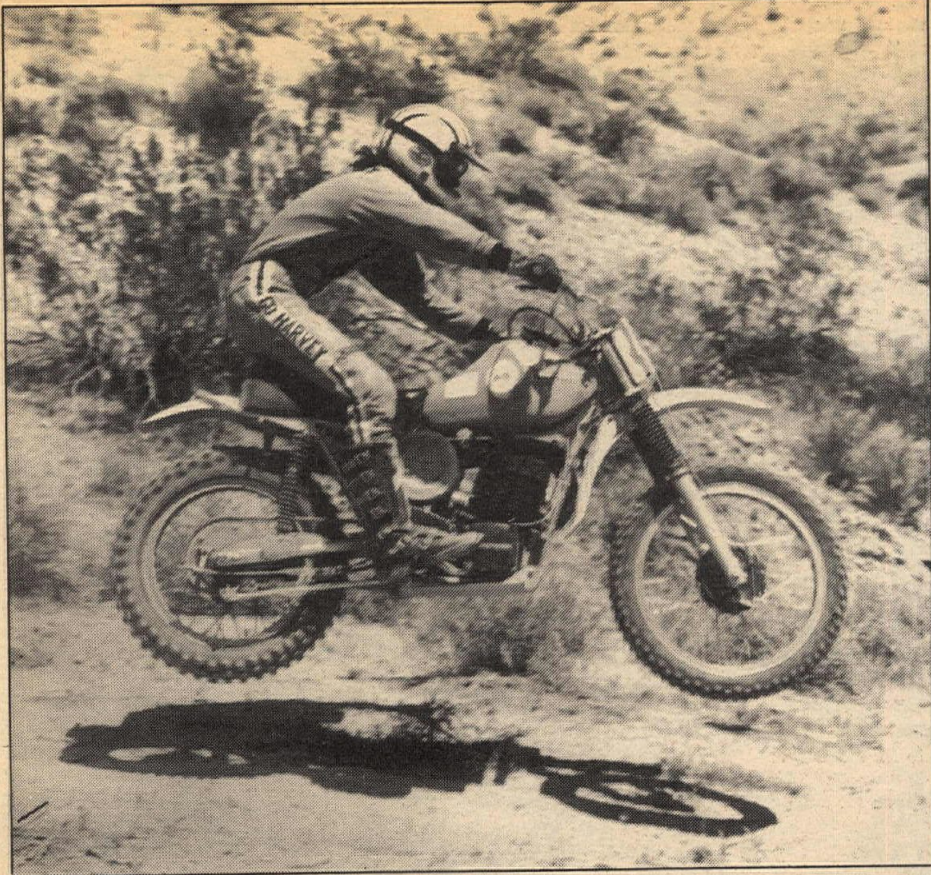


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George Harvey (Hus) led until he wiped out a tire.

Saltzman grabs DRA Silver Cup

By Dale Brown

CALIFORNIA CITY, CAL., MAY 18

Bill Saltzman, riding a 400 Husky, won the Silver Cup by placing first in an event of the same name held by the Desert Racing Association.

Fifty riders were eligible to compete, based on points earned this year. It was an open race with no classifications for rider ability or engine size. Trophies were awarded to the top ten riders. Period.

In order to make things a little more equal for the smaller machines, the DRA laid out a very tight course. The loop was so twisty that some riders said they had trouble following it, even though they all said it was well marked.

Thirty-nine riders waited anxiously

at the start line with feet poised over kickstarters and hands poised over clutch levers. The banner dropped and the valley was filled with a roar. George Harvey, on a 6-speed 400 Husky had the lead at the bomb. Not too much later, he flattened the rear tire when he hit a rock. Saltzman gained the lead at the halfway mark of the first loop.

Coming through the pits at the end of the first 14-mile loop, Saltzman had a 20 second lead over Phil Sumbo (Yam), who in turn was about 20 seconds ahead of Howard McCasland (Hus).



Howard McCasland practices the latest moty-cross style, got a come-from-behind second over Phil Stumbo.

The action shifted to a nine-mile loop that was to be run four times. It was soon apparent that no one was going to catch the flying Saltzman, so attention was centered on whether or not Stumbo would stay ahead of McCasland.

As they passed the pits for the third time, McCasland was staring right at the bright yellow fender of the Yammie. Taking advantage of the displacement difference, McCasland powered past Stumbo on an uphill sandwash.

Saltzman took first by a huge margin over second-place McCasland. Stumbo took third, followed by Ed Rodine on a 250 CZ. Harvey limped in with a flat tire and ninth place.

For his efforts, Saltzman recieved a huge trophy worth about \$500, according to DRA President Ron Burpo. If Saltzman wants to keep the trophy on a permanent basis (and we assume he does), then he will have to come back and win the next two Silver Cup races (there are four per year).

Reporter's Notebook: Bill Saltzman spent the entire night before the race catching up on work in his shop. After the race he was looking for some shuteye and finally got about three hours worth in his van.

Results in Results Section.

The Red Arrow Enduro

By Doody & Kinsella

LONG BARN, CAL., MAY 19

The Sonora Pass M.C. put on an enduro which was rated from good to great by the District 36 riders participating. The course started out with a kidney joggling rocky section up a steep mountainside, then continued to climb 5000 ft-plus elevations into cold low-hanging clouds which shrouded the mountain tops.

They crossed meadows where the spring melt left muddy puddles in the low spots. When a rider got his feet wet going through them he soon began to feel the effects of the 45 to 50 degree temperature of the day.

On the tighter trails where trees squeezed close, big frosty clumps of snow fell on them as they struggled to keep front wheels straight and power to the ground. Now and again the chill wind would drive damp, swirling snow into the riders' faces adding to the chill factor.

Hands and feet ached with the wet and cold and the final check at the end of the 100 mile enduro seemed more and more unattainable. The numerous stretches of gravel road made the run a fast one, but at 24 MPH it also feels colder so the roads were a mixed benefit. The few water crossings didn't rate distinction as being deep so much as being another place where semi-warm feet were againsloshed in icy water.

Nevertheless, most riders made it in under their own power to finish and a warm pair of socks and Levis.

One of the "A" riders summed it up: "It wasn't necessarily super challenging but the 24 MPH speeds, a little snow, and a lot of roads made it fun."

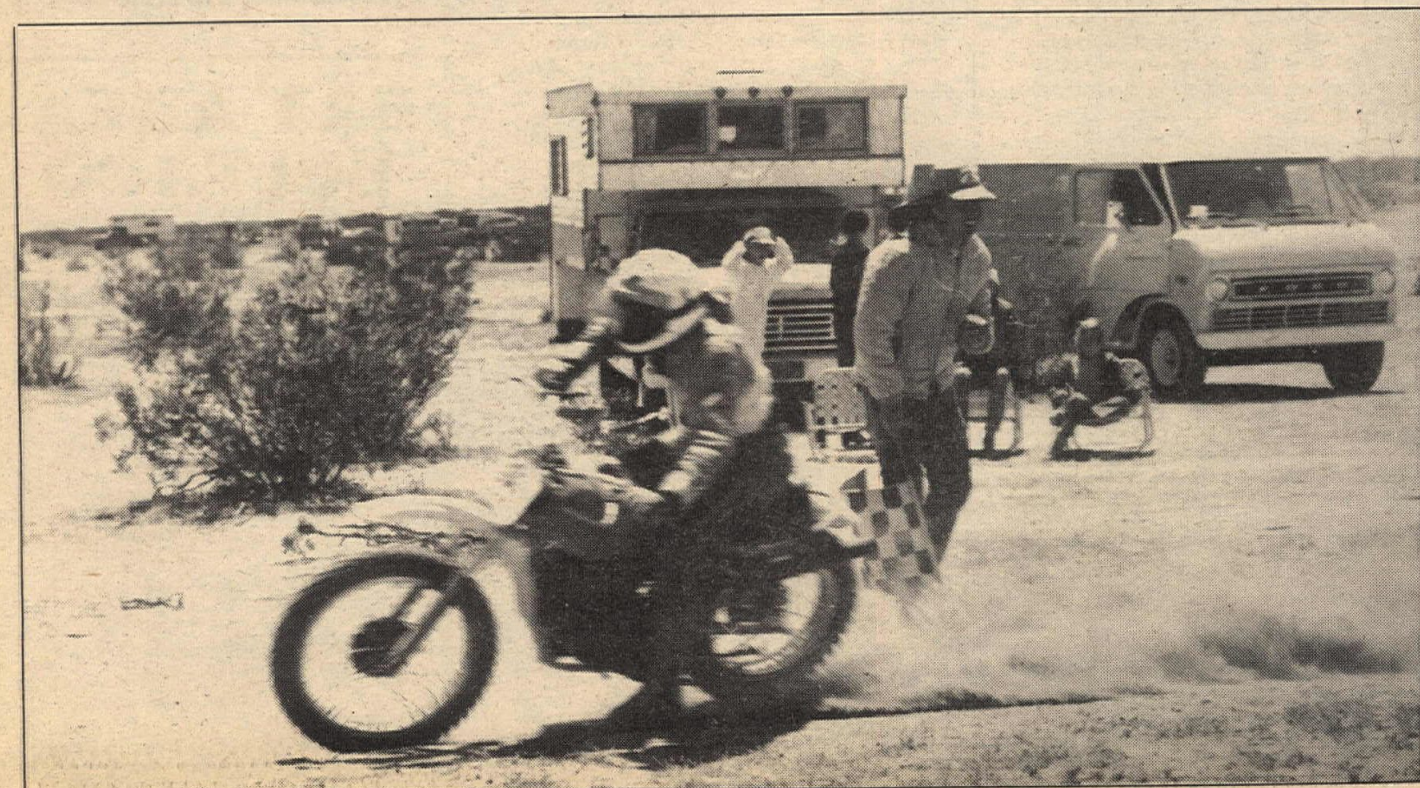
The run may have been fun, but the long wait for the gas trucks to return with the rider's empty containers kind of put a damper on an otherwise very fine enduro. Many riders waited as long as five hours before they could get their containers and valuable gas. It is a rather petty complaint in these days of shortages with 5 gallon containers hard to find, and an open gas station on Sunday evening harder to find — then every little bit helps.

Aside from the "Great Red Arrow Gas Can Conspiracy," the enduro was fine. The final results will be in soon. ●

Motoring on through the High Sierras in search of zeroes.



Bill Saltzman blurs by the start/finish on his way to bagging the DRA Silver Cup.



WRITIN' AROUND

Criticism

If cycling had a Bible, it's New Testament might be the book on the current best-seller list, "Zen and the Art of Motorcycle Maintenance — an inquiry into Values" by Robert Pirsig. It is a novel by every definition: a 40-year technical writer takes a trip on a Honda with his son who, at 11, is thought to be showing signs of mental illness.

The father author isn't very sure of his own sanity, having been discharged from a hospital not so long ago after 25 brain shocks to snap him out of a transcendental trance induced by postulating past the conventional margins of reasoning.

But he is certain that a vacation by motorcycle, alone together, is what they both need to chase the blues away, and here begins the book. "You see things vacationing on a motorcycle in a way that is completely different from any other. In a car... everything you see is just more TV. You're a passive observer and it is all moving by you boringly in a frame."

"On a cycle the frame is gone. You're completely in contact with it all. You're in the scene... and the sense of presence is overwhelming."

Not overwhelming enough to prevent solo meditation, obviously, for the writer mulls some heavy thoughts on the way to the Coast. For example, "Motorcycle Maintenance" divides people into the Technicals and Romantics. This book will tell you how to fix your cycle, what to take along on the trip. Moreover, says the book, "The real cycle you are working on is a cycle called yourself."

Moreover still, with help from his friends like Plato and Aristotle, Pirsig rethinks the pattern of western, technological reason into a logic that merges, like the links of a chain, with the sprockets of spiritual, transcendent philosophy. The subtitle of the book is "An inquiry into values" and it does not lie.

"Zen and the Art" is the book I would like to have written. It has gotten rave reviews; "New Yorker" puts it alongside Moby Dick, which my college professors all swore was the number one novel of all time. "Zen and the Art" could be a great movie. How the father and son finally make contact on the shore of the ocean is a moving scene.

Read "Zen and the art of motorcycle Maintenance," by Robert Pirsig and in 412 pages it will deliver 25 shocks (in a nice way) to your brain.

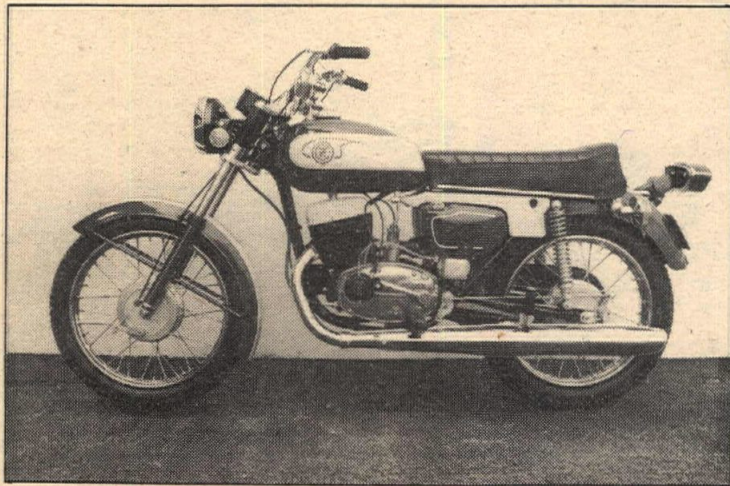
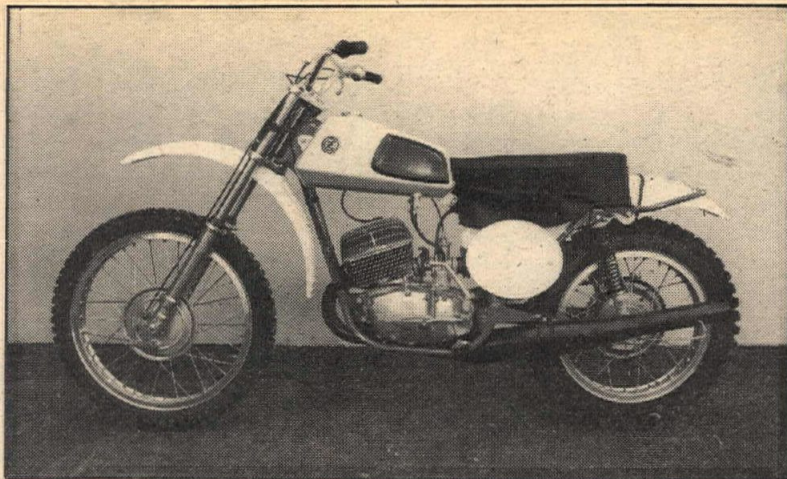
Evel Knievel, a Romantic by anyone's definition, reveals a powerful philosophy in Penthouse for May, 1974. Evel jokes about death as only he can who has spit in its face regularly. Evel is our hero, not just us motorcycle enthusiasts, but everybody's. He's Hopalong Cassidy, Superman, Joe Louis and Wonder Wart-Hog all rolled up in a leather jump suit with French cuffs and diamonds like searchlights on busted hands.

This coming September 8, of course, Evel means to climb in a rocketship built by some Technical friends of his, and shoot himself across the biggest abyss in northern U.S.A. There is no guarantee he will make it. But Evel guarantees he will try it. The evening of September 8 in Twin Falls, Idaho will witness either the biggest wake or the biggest party the world has ever seen.

There is a well-written insight into what it's like to be Kenny Roberts in the May 6 editorial of Sports Illustrated. It is the issue with a picture on the front page of two hockey players performing an obscene act.

Charles Clayton

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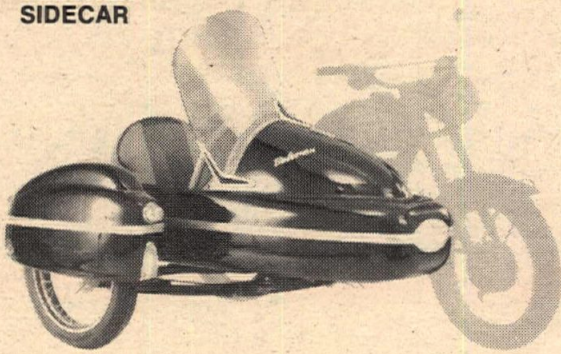
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After the fire road dust, riders cooled off zig-zagging through the stream.

The Cowbell Enduro

Deep water, landslides, swamps, and blessed snow ...

By Kinsella & Doody

SODA CREEK STA., CAL., MAY 11

It was a long time coming, but the Hayward Motorcycle Club finally brought off the D-36 Cowbell Enduro. The event was originally

set for November 10 of last year, but heavy snow postponed the event twice.

It was a worthwhile ride for the 450 bikers who made it up to the rugged Coastal Range mountains around Lake Pillsbury. The first few miles led along very smooth access roads and then slowly turned into very difficult woods paths which were run up and along fairly steep ridges. At one point the arrows ran up a hill, doubled back and ran back downhill parallel to the course going up so close that the riders going up passed within arms length of the riders on their way down. This kind of layout caused some confusion and lost minutes to quite a few people. As the course went on the riders were to find a few more instances of inadequate or confusing markings. From this point to the first check the trail followed along a mountain side contour. The trail was broken every few miles by slip-outs (land slides) which were very difficult to traverse. The slip-outs were like "V" shaped holes from six to ten feet deep, often with a small rivulet at the bottom. One had to crawl cautiously down in first gear and then at the bottom gas it at just the right moment to get up the other side.

After the first check the course ran through small meadows which were boggy from the snow melt run off and peppered with rocks; then the course would shoot up a ridgeside where large patches of snow made traction difficult, especially if one had to slow to go over or under the many logs that straddled the trail. About the time a rider became weary of the woods he would hit a stretch of fire road and be able to take a break.

Just before the second check and gas point the course zig-zagged back and fourth across a stream which was nearly cylinder head deep in some places. It was almost a relief to splash through after riding in gales of dust on the roads. After the mandatory half-hour layover at the gas point the trail continued on in

about the same pattern as the first half — contour trails and ridge climbs relieved by fairly good roads.

About sixty five miles out the road led along the Eel River down a very scenic canyon. For a few miles it was like touring rather than riding an enduro; one just flew along in the sunshine taking in the sights and calculating the distance to the next check when "Whoa!!" the road bed just disappears into the canyon below. You're hitting the brakes, the compression release and downshifting frantically in a desperate effort to avoid hurtling into a void. When you stop you see that the road surface has dropped ten feet or so for a length of forty feet. It's a king of super slip-out. There is

Makin' up time at the Cowbell enduro which varied from cruising to push and pull on foot.



no way around. Now you know why all those riders were going back down the course. You edge down into the depression and travel across the level stretch of sunken road to the point where you must climb out to reach the normal road bed. It's straight up and it's at least ten feet high. You try to ride up only to fall back down. Finally getting the front wheel up onto the lip of the road after many tries you leave the bike hanging there like some kind of trophy nailed to a wall, crawl up and then, grabbing the wheel and pulling, drag the bike up.

From this point on the course was relatively smooth and easy. Nothing could match that slip-out; not even the pucker bushes, or the water crossing, or the swampy area on the edge of Lake Pillsbury which came next.

At last it was over. Your mileage meter reads 79.7 miles total and the guy who takes your card apologizes because they had hoped to make the course one hundred miles long but the snow on top of the mountains was too deep. You nod tiredly and thank the gods for the nice, deep snow which even in May has made the Hayward Motorcycle Club's layout crew shorten the course a little. They did it all in 80 miles. ... results will come soon.



"Whoopie! ISDT here I come." — There was this easy family loop.

Frozen oil slicks and Buicks on the High Sierra Enduro

By John Ulrich

OAKHURST, CAL., MAY 19

The Pathfinders Motorcycle Club was the official sponsor of the First High Sierra Family Enduro held here in pine logging country 3,500 feet above sea level 50 miles northeast of Fresno. But the run was really put on by (and for the benefit of) young members of the Dry Creek 4-H Club.

Loggers both made the enduro possible and also sabotaged it. One logger and sawmill owner, Milt Allen, (who also owns Allen's Cycle Park, where the enduro started), helped with the course scouting and routing, cleared the paperwork with the Forest Service, provided camping areas, and handled the post-run anti-erosion work. Other loggers (identities unknown) felled trees across what enduro organizers called "the best trails" planned for use. With giant trees blocking the route one day before the event, frantic re-routing took place, with sections being altogether deleted. Recalculations and re-routing frenzies resulted in the small, inexperienced, but enthusiastic 4-H crew forgetting to place one critical course arrow. With that arrow missing, riders on the second loop passed a course juncture and re-entered the course in a logical looking place, just in time to be 10 minutes early to the first check of that loop. They threw the check out, but if you believed your own

timekeeping instead of the obviously wrong check, you were 10 minutes early to the next one. So much for timekeeping!

Some super-rutted, silty downhills and uphill added to the first loop course made up the second loop, along with a steep, grassy, downhill (read "slick") start, some rain, and a few assorted American gas hogs on roads used in the course.

Roads made up much of the enduro, ranging from dusty dirt to plain dirt with big ruts to plain asphalt to a combination of still-wet oil and gravel smeared over hard packed soil. When the second loop rain came down, it was possible to spin the rear tire of a DKW 125 in fourth gear on an oily straight — slippery it was.

Neat narrow trails winding between trees, along the edges of ravines and cliffs, through streams (and in one stream bed in one place) were really scenic. A thick bed of pine needles covered most of the slopes below the trails, so if one overcooked a corner (which some did), the landing was a little bit cushioned.

Along those neat little trails, though, were some unusual hazards. Since the trails wound through areas of selective logging, bulldozers had been there in the past. They left ridges of dirt up to four feet high, the width of a dozer blade, now hard packed and plant covered, at intervals along the trail. They were semi-sloped on the up side, straight down on the down side, and the worse ones were marked by downward turned arrows.

Another kind of hazard was seen when the course followed a downhill stream for a while. It was just strong enough to take away the dirt and leave the rocks, not enough flow to not be muddy, but enough to be slicker than snot. Later on the trail was a dry bed, no water, no mud, no dirt, just rocks trying to go the same direction as the motorcycles, namely down.

There were plenty of what would have been killer uphill in the dry desert, but the traction was superb and the hills climbable. Some were heavily rutted to complicate things. Overhanging bushes and trees tried to brush you off into ruts big enough to swallow you alive as you fought to get by.

The hill right after the second loop start was the worst. With a good run and a clear shot it was not too bad, in spite of ruts and silt. But the incline was covered with riders pushing up the 10-foot-at-widest face, riders looping it, riders falling off and rolling down backwards, riders getting sideways, and riders just plain out of control with a too-heavy throttle hand. Stop on the face and it was push time.

Riding in on the roads from the second loop, two new hazards were found. One was a Buick filling up the only line between two horrendous ruts after a blind corner. (We missed. Whew.) The second was a berserker coming down the course the other way at an insane speed, losing it and sliding into a ditch after a near-miss with riders on the course.

It was a neat ride. It was not a highly organized enduro run by a highly organized promoter. The Dry Creek 4-H Club and the Pathfinders had their problems, but tried hard. The scenery was neat, some parts of the course divine, some boring. Next year they plan to hold another one, and they'll have a chance to put together a dynamite enduro. I can hardly wait.

Results next week.

So that's what you call that!





Almost everybody struggled with this silty, rocky uphill Granny provided.

Gruntin' through Granny Three

By Larry Langley

BARSTOW, CAL., MAY 19

The Pomona Valley Desert Riders don't have any luck. Last year the Granny II was hit by rain, hail, and snow, causing cancellation.

This year they decided to hold the enduro in May and got December type weather for their efforts. It was cold and the wind made things miserable. Key time was moved to 7:01 due to the 1200 entries received. Since we were on minute number, five we were dressed like Eskimos trying to stay warm.

The first loop was billed as an easy family loop. There was a lot of sand, one rocky downhill, a couple of mildly challenging uphill, and a few rocky sections to keep the family rider busy. The only complaint I had was with the inconsistent mileages from point to point. At the three mile check my speedometer read 2.9 miles so this meant I had to dial in .1 every three miles and I would match their mileage, right? Not hardly. Our mileages varied from .1 to .3 every check and every speed change on the first loop. At first I thought it was just me but I checked around and everyone was having the same problem. It made time keeping erratic. The worse check was the last one before the end of the loop, .3 miles. The finish of the first loop according to the riders instructions was an unknown check which meant you couldn't be up to 15 minutes early as usual. In fact PVDR borrowed an idea from the Lame Puppy Enduro and made the finish a tie breaker, catching the sloppy time keepers off guard. To avoid the usual bottleneck you received a slip of paper with your time and seconds on it and rode about 10 yards further and had your score card marked. The one loopers turned in their cards and received their pins and the two loopers took a short break before tackling the harder second loop.

After gassing up, lubing the chain and getting a bite to eat we took out on the loop paralleling the freeway for a few miles before making a left turn up a soft rocky uphill. Over the hill, up some ridges through some rocks, down a rocky hill, and rats, 10 seconds late to the check.

The mileages were on so that was a relief. The rest of the loop was fun and at times challenging. The MPH averages were pretty good; we didn't have much time to loaf. There were enough checks to keep you scratching to stay on time at all times and most seemed pretty accurate. Right at the end of the loop was the biggest challenge of the loop, a long steep uphill which was both rocky and soft. The finish was just over the hill on the other side.

Here was the only inaccuracy of the

second loop, as the finish was one mile short of the scheduled mileage.

I went back to the hill to take some pictures and it was turning into a big bottleneck. Not one rider in 10 made it over without pushing. The biggest problem was other people getting in your way. At one time I counted about 25 riders blocking the trail. There were some bizarre riding styles. The charge-up-the-hill at 50 MPH type (who usually unloaded when he hit the first rock), the trials-type-rider who got up on the pegs and picked his way up, the low-gear-ten-thousand-RPM-slip-the-clutch-with-trials-tires, and every other style you could imagine. One poor soul who was totally exhausted collapsed over his bike trying to regain some energy for another try. He glanced over at a bike passing him and almost came totally unglued. The rider calmly picking his way up the hill had a buddy up on the back and just motored right up, to the amazement of riders stuck on the grade. Then some dude on a little Honda Trail 70 really blew their minds as he rode up the hill pushing just once. Some egos were deflated.

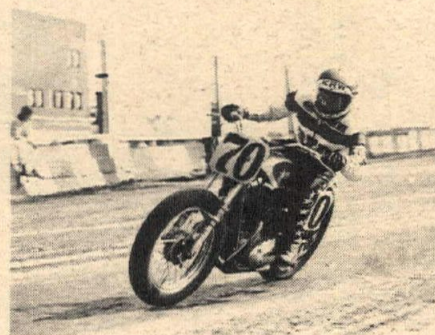
Quite a few riders went around the hill and PVDR was talking about throwing out the finish check. To me this would be unfair to the riders who did go up the hill. PVDR had the finish set up right at the base of the downhill and enduro rules state you must come into a check from the proper direction, i.e., down the hill. Everyone else should have had their cards marked for penalty or disqualification.

It was a good course even though the first loop mileages were off. The finishing pins were absolutely first rate. International Racing Radio Crew was on hand providing communications and emergency first aid and some money was raised for M.O.R.E. by donations and PVDR kicked in the extra dollar paid by the post sign up.

Some riders even took soil samples to determine exactly what this terrain was all about — first hand.

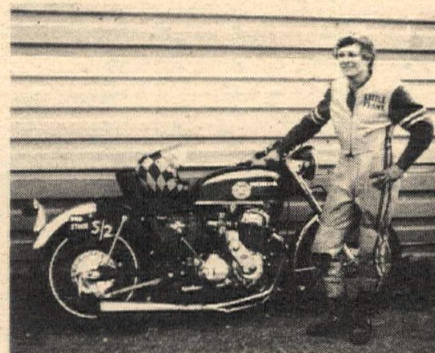


ND SPARKS WINS!



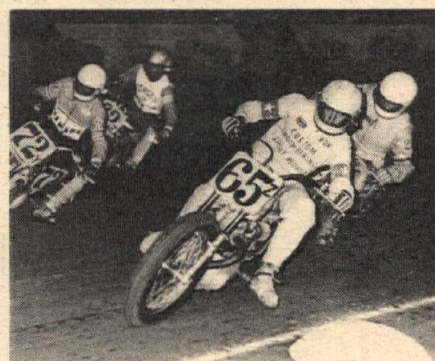
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This is the riding area in the Los Padres National Forest that may be lost if riders don't respond to USFS land management proposal.

"What ever happened to the High Mountain Enduro?"

By Ron Schneiders

SANTA MARGARITA, CAL., MAY 19

The Cal Poly Penguins' 24th Annual Hi Mountain Enduro happened this weekend, but it was a drastically reduced scale and, of

course, almost three months later than usual.

The U.S. Forest Service, which controls the land which the Penguins have used for the past quarter century, closed all the land in the Los Padres National Forest within San Luis Obispo County to motorcycles with the exception of one 18-mile long "Designated two-wheel Vehicle Trail." Back to this closure problem in a moment, but first: the enduro.

With only 18 miles of trail, and considerable uncertainty about being able to hold the run at all, the Penguins were afraid to advertise it very far in advance. They generally draw riders from as far away as Oregon, San Francisco and San Diego and they felt it would be unfair to have these riders come so far expecting a "normal" Hi Mountain enduro when in fact it was going to be very short, and could even be cancelled.

On top of this, they had another problem: Local riders complained that they never got a chance to ride their own run, so this year the Penguins decided that the local riders would be given preference and told about the enduro first.

The result was typical of such situations: After all the complaining, many of the local riders didn't bother to ride this weekend or, they went somewhere else. So the Penguins wound up with an almost totally local bunch and only 50 entries.

The 18 miles of trail was used well. By splitting it into segments and using most of it twice, the Penguins managed to construct a 71-mile enduro that was actually both fun and challenging. The different segments of the trail were linked with fireroad, and pavement,

some of which was almost more challenging than the trail as it was covered with loose sand and badly pot-holed. The deeply rutted trail, the only trail in the area that's open this year, went up and down some steep hills.

Early in the year these hills are wet, but they are dry now and ruts are baked in, hard as concrete, and covered with a loose surface of sand. Going up didn't present too much problem but going down was a sometimes fearful experience, as brakes only served to

aggravate whatever dangerous condition you happened to be in.

Using severally different schedule speeds; 18, 20, 24, 30 and 33 MPH, plus the three-miles-between-checks-in-short-runs rule, the Penguins ensured that no one zeroed the course in spite of its relatively easy nature. The first check was at about 3.3 miles. Since that section was trail scheduled at 24 MPH, many riders failed to zero the first check. If they then stopped to fool with their watches and speedos, they got even farther behind by the next check, which was only 3.3 miles farther on. And the third check was only three miles from the second, less than 10 miles from the start!

The riders who thought they had it all figured out — just get it on — then found they had it figured wrong as they blasted into the next check early.

The last check was the most cunning of all. As the riders were returning to camp for the second time, at the end of

At some checks of the Hi Mountain enduro, the checkers outnumbered the riders. It was a great effort for minimum return.



the run, on a road they had used before, they were suddenly flagged into a ravine. In the ravine was a check, exactly three miles from the finish! They even caught now-graduated past president of the Cal Poly Penguins, Paul Beck on that one.

With everything going against them, the Penguins deserved one good break and they got it: the weather. Normally in this season, that area is hotter than hell, but this weekend it was beautifully cool and pleasant. Even more unusual, the vegetation area has not started to dry out and turn that mid-summer lifeless gray. It was still green with flowers remaining. The wild grasses were not yet straw-colored.

Up high on the mountain the wind carried the smell of the ocean which contrasted sharply with the alfalfa smell of the farms along the asphalt stretches lower down. Just as Easter-Sunday perfect kind of day for riding, even though it is supposed to be summer. If you stayed home, eat your heart out, 'cause there ain't many such perfect days to ride.

The forest was closed in order to give the Forest Service a chance to study the area and the impact of motor vehicles on it. The Closure is of one year's duration, starting August 6 of last year, so it is now about over — maybe. The Forest Service is going to present the results of their study, along with an OHV management plan, in a public hearing June 19th. The Cal-Poly Penguins are hopeful that much of the forest will then be re-opened.

Club President, Tim Ashenfelter, says that he believes the Forest Service is doing a necessary job and acting in good faith in spite of adverse effects on the club and its activities.

It remains now to wait for the June 19th presentation and see. Advance copies of the plan are to be available about two weeks before the hearing.

After asking a couple of unfriendly questions of the local Forest Ranger, I was told he "wasn't sure there would be enough copies" for me to have one, but the Penguins have promised that I will get a copy, so pertinent details of the plan will appear in *Cycle News* in time for any interested readers to write responses or present responses at the June 19th meeting.

First Overall in the enduro was Steve Hicks, President of The Central Coast Trail Rider's Association, a newly-formed group of 350 riders whose primary purpose is to secure more trails and riding areas in the San Luis-Santa Maria area. If you like to ride there, Steve would like you to join. There's magic in numbers and they can use your membership fee to good advantage. Steve credits his win today to his fine Miller's-serviced Bultaco SD Matador. (There, Steve, will that do it?—Ron.)

The Team Trophy was won by the Falstaff Racing Team. I am told that Falstaff refers to the beer, not the well-known Shakespearean character. All the trophies this year were won by local riders (since they were virtually all who entered) and there was an almost 1890's picnic atmosphere at the awards presentation with everyone cheering or goodnatureably booing in the case of Cal Poly's past president Paul Beck who took a third in class).

The Penguins were apologetic about this year's run and said that they hoped next year's Hi Mountain would be "back to normal." They needn't have apologized. All that can be asked of any person or club is that they do the best they can under the existing circumstances and, it seems to me, that they more than did that.

It takes a lot of integrity to cheerfully put on a superbly-executed run under such miserable conditions, with more people working on the event than riding it, when you have gone out of your way to cater to a group which responds by going to another event. I hope next year riders — and the forest — are "back to normal."

Results

OVERALL: Steve Hicks (Bul) 8.
250A (no 125A riders): Dr. Tom Becker (Hus) 15.
OPEN A: Bill Miller (Hus) 17.
125B: 1. Mike Garret (Pen) 17. 2. Chet Persons (DKW) 17.
250B: 1. Leroy Crew (Bul) 10. 2. Jim Lewis (Bul) 11. 3. Paul Beck (Yam) 17.
OPEN B: 1. Keith Buchanan (Yam) 28. 2. Gene Hewett (Hon) 32.
TEAM: Falstaff Racing Team: Bill Miller, Dr. Tom Becker, Rudy Crane.



After a mile or so of this, you found out if your bike was waterproofed.



Learning about love, hate and enduro bikes. This guy changed plugs twice. It still didn't start.



This is a logging flume. It is relatively difficult to ride down a logging flume.

Follow that flume for Fools' Gold!

By Ron Schneiders

GEORGETOWN, CAL., MAY 18

The first impression of C.E.R.A. North's Fools Gold Enduro was that it was awfully cold for this time of year. In the morning,

there were fires at most camps. Riders who should have been doing last minute maintenance were standing in front of them warming their hands.

Ben Bower wandered by the truck and remarked that he thought he would wear some heavy gloves for this ride. I instantly decided that I too would wear heavy gloves today. It turned out to be a smart idea. Ski mitts and electric underwear would have been an even better idea.

The course took off into the woods almost immediately. Before we had gone more than a few miles, we hit the first obstacles; a fairly good stream crossing and a treacherous rocky uphill climb. One felt sorry for riders who were wiped out early in the run, but at the same time, happy that they weren't going to be around to bottleneck the trail later!

The morning section of trail was a real mixture. There was some fire road that was very dry, dusty and difficult to handle in traffic. Mistakes tended to hurt. Linking the fireroad sections were tight trails through the woods, with narrowly spaced trees and lots of down wood. Marv LeBlanc, a Southern California desert rider, called it "a tunnel of green."

The club members had cleared the trail, sort of. Some of the sturdier growth was whacked off at whatever level was convenient with a machete and detours were marked around really impassable logs. They cut a notch in one log about 18 inches wide.

Unfortunately, the notch was only about one foot deep and the log about three feet in diameter. If you tried to ride through the notch, you stood a pretty fair chance of breaking one or both feet. If you tried to horse your bike over, it took the next three miles to get your wind back. It was pretty difficult riding.

Off the trail and on the fireroads, it wasn't much better. Fast schedule speeds, rocks, and constantly changing conditions of light and shade filtered

through dust made keeping schedule difficult.

Deep in the woods, on the edge of a swamp, my bike which had been running rich all morning, ran completely out of gas. Misery. After a wait of 20 minutes or so, along comes a fellow with a gallon plastic container of raw gas (no oil). He gave me half of it.

A few minutes later another fellow stops and I ask if has any oil.

"Yep, Ron, same as last year," he says. And it's true. The very same fellow had given me some gas (with oil) at the same run a year ago. He left ahead of me. I got about 12 miles farther with my borrowed gas and oil before again running out. Along comes the same fellow. He runs out of gas himself fifty yards ahead. He's got about a quart of gas in a plastic container and he splits it with me. It is enough for both of us to make it to the gas stop. Thanks, Bob.

After the gas stop, there was an uncomplicated 35 miles at 24 MPH including some old railbeds of the logging trains. Great riding: almost trials riding sometimes, in and out of the trees, over the abandoned rail ties, through washouts and then back for more fireroad. If the section was long enough, your fingers almost thawed out.

The best, though was saved for last. After the second gas stop, with almost 20 miles to go, we were directed down an impossibly steep slope into a logging flume.

I remembered that "entrance" with a bit of leftover terror from last year when I stood at the bottom taking pictures of people crashing and burning their way down. This year it was my turn. But something must have changed because it didn't seem that hard, riding down it. At the bottom, happy at arriving in one piece, I look for the trail up the flume that I remembered from last year. It wasn't there! Instead there was a muddy channel of water, depth unknown, about eight feet wide stretching as far as I could see. It looked possible to ride along the top and there were two little girls standing there watching the show.

"Which way?" I asked. "In the water," they said. Would two innocent little girls sadistically direct me into six feet of water? Yes, I decided, they might very well. But I could see that up top it was going to one terrible fight to get through with downed logs, stumps and brush. "Have faith in little girls," I said to myself, and plunged in.

It was deep. You just can't imagine the sensation of joy when, after 100 miles of hard, cold riding, one suddenly feels a torrent of ice cold water flowing down his ankles and out to his toes. We followed the flume, mostly in water up to two feet deep for about three miles. Then down a rocky downhill, (with no brakes, of course) through a trick brush patch, across a deep stream and finally, out.

I thought about how hard it would be to get a bike out of that last section, and how far I was from home with cold hands and cold, wet feet. In spots like that, one either learns to love or hate a motorcycle depending on whether or

Great, you kept your feet dry. Now just hold them there for the next three miles.



not it keeps running. There were a few riders learning to hate in that flume.

CERA almost always puts on a good run, but I think this was one of their best. It was tough enough so that no one zeroed the event and less than half of the entrants finished, but with 299 finishers, it wasn't too tough — quite. Just about right. There was nothing unridable in it, no really bad bottlenecks (In fact, none that I saw but some guys said there were some) and the time and distance measurements were good. The marking could have been a little better. Turns were consistently marked a bit too close for the speeds scheduled, resulting in overshooting one turn after another. But that was just about the only complaint that I heard.

The Jim Jenkins-Jim Sparkes combo was back in the game for this event, taking first Overall (Jenkins), first in the 125 class, and first in the 250 class. Both of them ride Pentons. Sparkes' victory was particularly impressive in view of the fact that he broke his foot at the Shamrocks' run only one month ago.

Ben Bower won the Open class, but he left before I found out whether it was his Husky or the heavy gloves that were responsible. Seems there was another enduro on Sunday down Sonora way and most of the better riders split almost immediately to make Sunday's run.

Tim Glidden, brother of Cliff Glidden who is one of the CERA's organizers, won his class today for his first major win. Tim, a "B" rider, said when he finished that it really felt good finishing more or less on time — right in there with the hotshoes (meaning Sparkes, Bower, and that crowd.) He felt that the speeds were "realistic" but admitted that he couldn't keep up in the last section. To average 12 MPH in two feet of water you need a Mercury outboard, not a motorcycle!

Much of the land used in this run belongs to the Michigan-California Lumber Company and the Club wishes to thank them for the use of it, as well as the U.S. Forest Service for the use of the campground.

Results

125 A: 1. Jim Jenkins — Overall Winner — 13 pts. (Pen); 2. Mike McGowan 20 (Pen); 3. Ron Lacy 30 (Mon).
250 A: 1. Jim Sparkes 14 (Pen); 2. Ken Marecak 16 (Bul); 3. John Trout 17 (Yam).
Open A: 1. Ben Bower 15 (Hus); 2. G. Hendrix 18 (Yam); 3. John Nova 21 (G).
125 B: 1. Clark Frenzen 25; 2. Jim Conway 25; 3. Jim Armstrong 34.
250 B: 1. Tim Glidden 23; 2. Rick Gaidice 28; 3. Ron Westberg 29.
Open B: 1. Art Minnick 14; 2. Shep Johnson 21; 3. John Mack 24.
125 C: 1. Gerry Riwinkle 92; 2. Norman Bryan 186; 3. Jeff Ogden 207.
250 C: 1. Jim McCoy 41; 2. Andy Horwath 42; 3. Bob Rewinkle 55.
Open C: 1. John Turner 34; 2. J. McCoy 70; 3. Dave Czech 78.

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Then they let the mini guys loose and Mike Howard (55) won the Junior class.

Cycle News North

Editor Lane Campbell

Deschutes CP MX

By Jan Newman

BEND, ORE., MAY 5

Things started out reasonably enough with the 125 Juniors. Randy Davis (Hon) won all three with a good push in each race from Mike Tomasini on a Suzuki.

Next came the combined 100 Junior - 125 Intermediate race.

Jack Hargrave (Yam) earned the 100 Jr. win. Kim Widmer only made one mistake in the 125 Int. While leading in the second moto Kim came off in the roller coaster. Rick Herbst inherited the lead until he came off at the same spot. Tim Fellows won the round. Kim won the final race to put him at the top of the bunch of Honda riders.

Everything went to you-know-where in the handbasket when the 125 Expert came up. The first race was fairly calm. Butch Waymire (Suz) built up an enormous lead and Bill Block (Hon) had a firm grip on second until he came down hard on his bars. After trying to cope with them at knee level for a few laps he had to stop to pull them up. Ric Burkinshaw (Hon) moved up to finish second.

The second moto was a survival battle beyond belief. Three turns into the race Paul Weber, Waymire and John Brown (Hon) tangled over a small jump. With a little help Weber and Brown extracted their bikes and went on but Butch was left with a broken leg. Several laps later Weber crashed again and he was carried off with torn ligaments in his leg. Meanwhile Burkinshaw was fighting off Block's persistent drive for the lead. Block won out but Rick was still pushing when he crashed on the big jump going into the

woods. He got going again without losing a position but had little heart in it until he saw Block with a thrown chain at the tower corner. Bill got the chain on but his bike loaded up and Ric went by. Brown was still riding, but apparently his bike suffered in the crash because he had to coax it to finish. Block finally got a win in the final race but Burkinshaw took top money.

Mini winners were Russ Maw (Int) and Mike Howard (Jr) on Hondas. Gary Mack (Hon) was last going in the second race and worked up to head for the final corner right beside Russ in the lead. Then he went down and it was all for nothing.

Results in Results Section.

Petaluma short track

By James Brammer

PETALUMA, CAL., MAY 11

That was a factory special Noguchi via A&A Motors that winner Mike Delacy rode when he zoomed by Lonnie Kerley on the back straight in the opening lap of the 125 Junior Final. (Kerley) was on a peasant model Noguchi that he won the

It got pretty serious in this corner, looking for the line at Deschutes.



200 Junior class with the previous week.) Mike Riddell finished second and among those tigers, Rick Shafer got a third in his first outing as a Junior.

Diana Williams (Yam) was all smiles after her second place finish in the 100 Novice class. She had led the first eight laps of the final before winner Lionel Rocha (Yam) wrangled the lead from her.

Larry Drew was keyed for double victory in the Expert classes. He took the lead early from Wade Boyd in the twelve rider 250 class and finished first followed at the finish by Dave Faria, Wade Boyd, and Marlin Stewart. Drew came from third in the 360 Expert Main, first passing Lee Dolcini. Then he followed Thomas Fleming to the three-quarter mark before smoothly passing to lead.

After some rough opening nights, the promoters have the infield short track smooth and packed. With twelve rider heats, Saturday's program was one of the finest shows ever.

Results in the Results Section.

Reno speedway

By Mike Conway

RENO, NEV., MAY 8

The second meeting of the Nevada speedway season proved to be a crowd pleaser for about 800 people packing the Reno fairgrounds.

Rich MacMurray, who took the Scratch Main last week, could only make it to the Scratch Consolation race this week. Also Windy Foreman probably wasn't too pleased as he first crashed in his Handicap heat along with Barclay Trehall and Ron McGill and lost it again in the Semi. To top off the night he led the Handicap Consolation until the last lap only to lose it to Ron McGill.

James Childress took a clean win in the Division II Main. Dennis Robinson was in second and closing when he lost it in the second lap. Curt Simpson, winner of one of the heats, took second and Steve Moore finished third.

The Handicap Consolation action was as close as there was all night. After the restart when Smalley and Trehall went down Windy Foreman jumped into the lead and seemed to have a comfortable lead. Ron McGill had other ideas and closed the distance every lap followed by Paul Orlandi. Right on his tail were Smalley and Trehall. Smalley got it too sidewise and Barclay hit him, and both went down. On the last lap McGill got by Foreman on a nice inside move and Orlandi finished third.

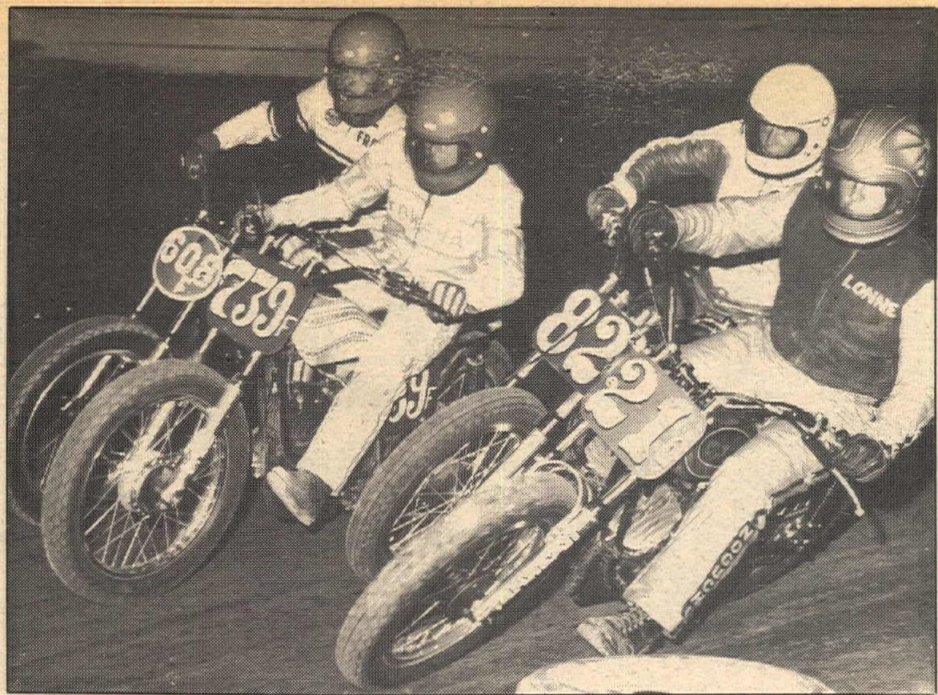
Cliff Ball led the first two laps of the Handicap Main only to give it up to John Cunningham who really had to charge from the 40 yard marker. Alan Christian was right on his tail but lost it on the third lap, went into the infield, and was black flagged. Ball hung on to second and Dale Stetler finished third in front of Jay deBaubein.

The Scratch Main was a close one.

Alan Christian could not be pressured into an error and won the Scratch Main at Reno.



MIKE CONWAY



JAMES BRAMMER

Mike Delacy rode his factory works special 200T Noguchi Yamaha right past Lonnie Kerley (21G) who "only" had a regular zonker U-fix-it Noguchi. Mike Riddell (82) was second and he "only" had a Bultaco Astro.

Alan Christian was as smooth as silk as he took the lead from Paul Orlandi after the first turn. Right on his back tire was John Cunningham, who wanted the lead badly. Cunningham then passed Orlandi also and pressured Alan till the checker but could not get around. At the end Orlandi was closing again but had to settle for third. Ron Smalley was fourth.

Results in the Results Section.

Whither Utah Cross-country?

By Terry Newfarmer

JERICHO, UTAH, MAY 5

A dry spring, an old potholed course, and a zealous number of loops made the Firebirds spring hare scrambles the toughest in their history. All by itself, the race poses the question of what is going to become of cross-country in Utah.

The course was the same one the Birds used last fall, reportedly at the insistence of the BLM. The usual spring moisture was not there, and every landing spot was a series of potholes. But the real character of the course lies in the fact that there is nowhere to rest: the roads are either rocky downhill turns or "charge through the dust if you dare." The balance of the course will shake your kidney belt off, even though it included some swooping trails through the junipers, the most fun type of riding there is. Trouble is, it's hard to have fun when you're trying to save the bod for a race that is about 25% too long.

Amateurs and Experts went four laps. Estimates of the distance varied around a mean of about 28 miles, but it is fact that the winner was taking over an hour a lap. That's over four hours of pounding in the saddle if you are one of the best, and five or six if you're not.

Bursting out of the pea soup dust of the start were Ken Archibald and Preston Gerber, who set up a fight for the lead. Archibald led until he injured a foot and dropped out. Gerber rode along until he began lapping riders on his 350 Bultaco, and the Overall contest was decided.

Dave Blaylock was in his almost-usual position of a distant but consistent second Overall, on a 250 Bul. Then they rolled in pretty quickly: Cotton Guio, Cal Crosby and Laddie King, all on Open class bikes. Then came John Harrelson on a 200 Bul, and you'd have to say it was a good day for Bultaco.

The 125 Expert class went to Brad Wilson on a Suzuki, and Bill Terry was first of the few 100s. Top Amateur was

Jim England who fought his way over loose, steep climbs on a 125 Honda.

The Jericho area is the home of the Cherry Creek race, famous for being so terribly difficult to finish. But fame as an endurance test still poses a question of philosophy: should every race be a Cherry Creek? Is this why cross-country participation is slowly declining, while motocross sets new attendance records? Cross-country is the most fun there is, if you plan it to be.

Few clubs can match the polished style of the Firebirds in putting on a cross country. The start was dusty but fair, the checkers were enthusiastic and offered water, and the results came quickly. The club plans a hare and hound in the fall, and several members said pressure from the BLM will push them out of the favored Jericho country to the west. Hope they make that one a fun one, because the Birds are a mainstay of Utah cross-country.

Results in the Results Section.

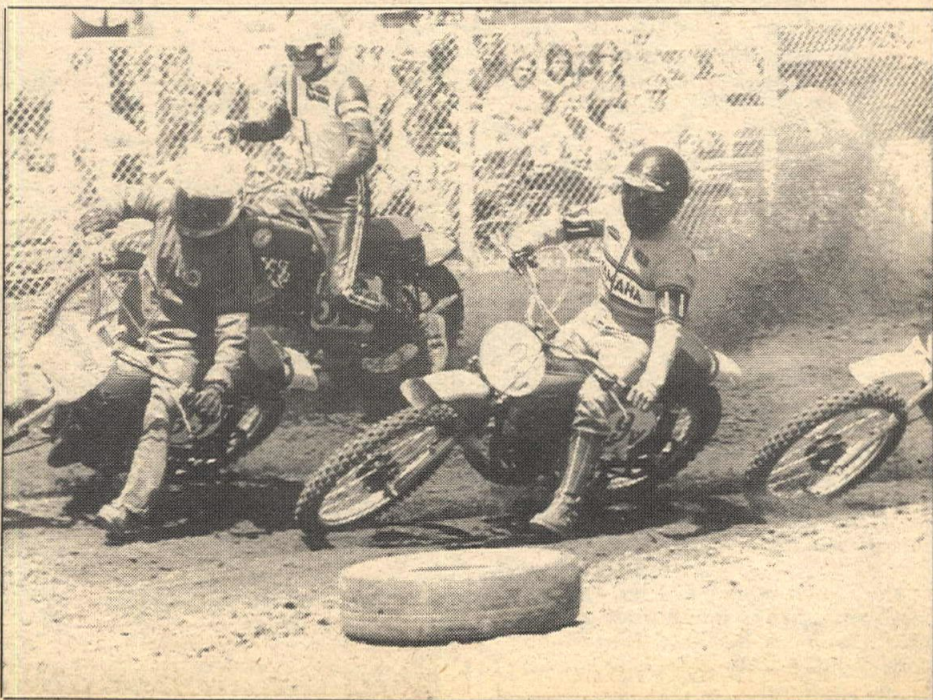
Pioneer Arena scrambles

By W. H. Spencer

OAKDALE, CAL., MAY 5

Mitchell Davidson (Suz) youngest of the well known racing Davidson's, put it on the 125 Experts with a super ride in front of Dan Mills (Hon) and Steve Hollingsworth (Suz). Ted Davidson had

Dan Mills (Hon-9) pressured Mitch Davidson (33) but the kid won the 125 Expert anyway, showing no respect for his elders.



BILL SPENCER

been winning that class with some regularity, but Danny Mills put the screws to that with a terrific heat race between he and Ted. In the Main, Teddy got stuck in traffic and never made it past fourth spot. Mitch took it all leading Mills' Elsinore to the checkered.

Ted did his usual routine in the 250 Expert Main after a terrific duel with Craig Scroggins (Coop). In both the Heat and the Main, the two fought it out tooth and nail with only one mistake being made by Scroggins in handling through the corner.

The 125 Junior event is becoming quite the show race with much crashing and bashing going on. Jack Grenig (Suz) survived the best. Rod Murphy did the usual out-of-control hot shoe, and Mike Bowling did some spectacular crashing.

Rick Ryan did it again in both the 60 and 80cc mini classes. Ryan is still a Junior, although not for long. Just think: at the age of seven and 50 pounds on the wet side, after 25 years more of racing, he will only be 32 and that is still young.

TRA flat track opener

By Shirley Campbell

JUNCTION CITY, ORE., MAY 5

Territorial Racing Association opened its season of quarter mile racing today, drawing over 200 riders. The weather was very hot and many riders found their tires spinning on the starting line.

In the Minibike Beginner class Alan Stringer (Hon) came up with first place in the Trophy Dash and the A Main. David Harless (Hon) and Brian Loesch (Hon) were close behind for second and third.

There were only two young ladies who had the courage to race against all the fellows today and they ran away with first and second place in the 100 C Main. Hats off to Cheryl Ellis (Yam) and Kathy Sweet (Yam).

In the 125 A Main it was Gary Davis (Hon) holding off the challenge of Wayne Loesch (Yam) and Charles Andrews (Hon) and picking up the win. This race is always a spectator thriller. Wayne Loesch won the Trophy Dash.

Steve Sweet (Bul) controlled the action all the way in the 200 A Main. Sweet got a very good scratch off the starting line and there was no stopping him. Gary Davis (Bul) and Eddy Duncan (Puc) came in for second and third. Gary McDowell (Bul) won the Trophy Dash.

Rob Muzzy (Bul) jumped into an early lead in the 250 A Main action. Lester Huey (Suz) held second position until Rick Oliver (Bul) turned it on. Rick got past Huey and moved up on



FRED THOMAS

The 125 Experts come off the line trying to decide the state champ. It turned out to be Joe Williams — by two points.

the final lap, just missing the chance to take Muzzy on the line. The finish was Muzzy, Oliver and Huey.

In one of the greatest displays of short track racing, Brad Hurst and his CZ made it plain that he can deliver under pressure. Hurst battled it out with Mark Williams (Kaw) in the Open A Main and came out on top. Williams was right on his fender. Delbert Spinney (Bul) and Mike Bailey (Yam) were very close behind. Jack Heeter (CZ) won the Trophy Dash.



SHIRLEY CAMPBELL

Brad Hurst (Bul) took the Open A Main event in TRA's smooth track season opener.

Oregon State MX Championships

By Fred Thomas

MEDFORD, ORE., APR. 28
Medford's Motorcycle Riders Association hosted their Second Annual Oregon State Championship Motocross today with a large field of riders and spectators braving the dust.

In the Mini class brothers Greg and Rod Grebb grabbed first and second respectively on the unusually tough mini circuit.

The 100/Old Timer's class was combined today and Dennis Poole astride his Yamaha showed Art Rodriguis on his 400 Maico how quick the little 100 could be.

The 125 Junior turnout had to be split in two divisions with Alan Schwendener and Fred Thomas taking top honors. Joe Williams on his quick CR125 Honda and Jim Kelly aboard his Penton battled for top 125 Expert with Williams edging Kelly by a slim two points.

Open Senior winner Bob Decker on his Rogue Valley Cycle Maico showed riders and spectators alike how to ride smooth and fast scoring a perfect 1200 points.

The Expert money race was taken by Gary Wilks. Wilks simply rode off and left everyone in the dust. Curt Hunter (Kaw) and Bill Breedlove (YZ) were second and third.

Last but not least in a new class, *The ATC class*, yes, ATC Hondas blitzing around the track, Kevin Norman powered his way to the winners circle.

Burgett doubles Dover Qualifier

By Jan Newman

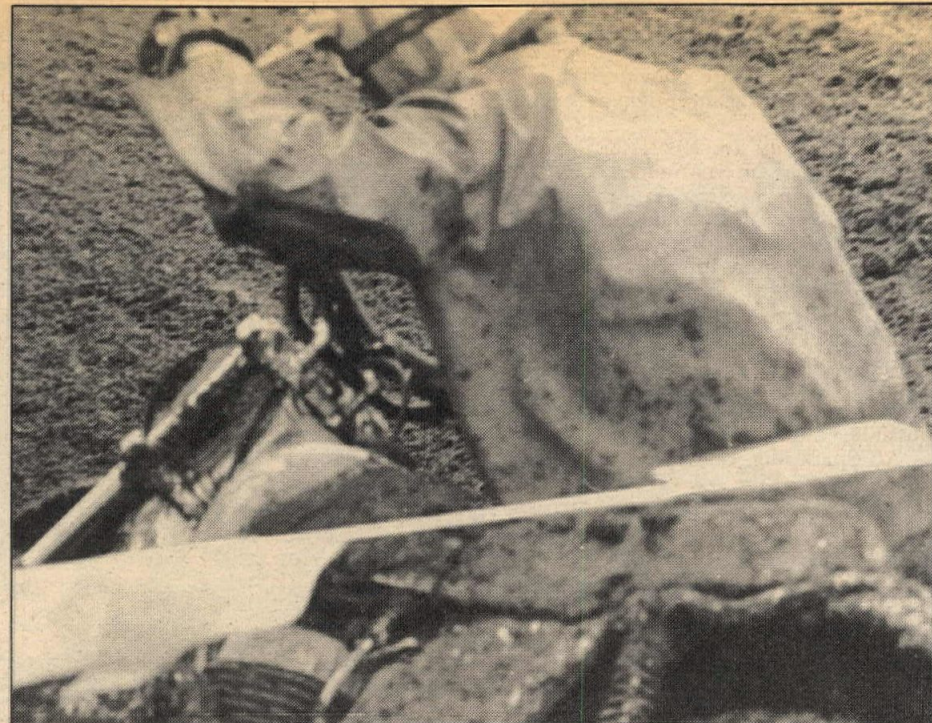
EAGLE CREEK, ORE., MAY 12
April showers may bring flowers but all we got out of today's mess was mud and misery. The early morning rain turned into heavy hail with a few snowflakes scattered in it. Snow on the nearby hill tops proved the chill wasn't imaginary.

When the first 250 race started it was fairly goopy. Rick Burgett (Bul) and Barney Newman (Mon) were first off the line going into a wide sweeping corner. Burgett slipped and Newman became the first of many to go down when he cut to the outside and caught a rear wheel coming back on the course. Mark Estes (Mai) piled on top of him. Estes got going again but dead last.

This track has a neat, tight, barrel turn which can be a bottleneck in dry weather. Add moisture and it turns to Crisco. They really piled up there on the first lap. Both Casey Faucett (Hon) and Tom Peterson (Yam) were disqualified for cutting across short of the barrel to avoid the slimy approach.

By the second lap Burgett still had the lead but Bill Cook (Mai) had moved past Tim Wright (Hon) and Marv Azar (Bul) to take over second. Both remained in these positions while other riders slipped, slithered and slid behind them. Several bikes were stretcher cases at the end. Dave Bunker (Yam) worked up to third at the flag. Mark Estes (Mai) rode a real catch up race to finish sixth.

A few riders were still coming to the line when the second moto got started.



JAN NEWMAN

Rick Burgett got off, pushed, still won both classes.

The end results were much the same, though: Burgett way out in front with Cook second. Bob Plumb (Mai) held third all the way in this one. Early in this race the hail came again and things were getting worse all the time.

The Open class was almost a rerun of the 250 race; Burgett and Cook in both motos. Cook had some threats in the second round. Ray Crawford (Mai) and Barney Newman (Mon) had a battle for second for half the race. Crawford moved up to second twice and fell twice when he got there. He eventually pulled off with mechanical problems. Newman lost a firm grip on second when his engine stuck. Cook inherited the position but was way back after a bad start.

Burgett had an unbelievable lead and at one time was spotted on a back corner cutting cookies. He killed his engine, visited with friends and still resumed racing with a big lead. Rick rode like he was born in the mud and he cut his teeth on this track.

The program was set up for three motos, but with things going from miserable to worse and the back hill section becoming almost impassable, the referee called the last round off. Most of the riders received the decision with a smile and the scorers added a sigh of relief. These gals did an incredible job of identifying the various blobs of mud.

Results in Results section.

CMC trackers at Chico

By Rex Backman

CHICO, CAL., MAY 11
Steve Dietz and his Bultaco looked like they were on the way

This was the special attraction at the Oregon Championships. It certainly was... different.



FRED THOMAS

to winning the 360 Expert Handicap Main. Dietz had taken the lead from Kurt Fator on the fourth lap of the twelve lap event and started to stretch it out over second place rider John Grant. Back in the pack Expert riders Del Silva and Lowell Mournal were passing riders every lap to overcome their 55-yard handicaps. On lap eight Silva moved into second place when he passed Grant and started to chase Dietz. Every lap he would cut Dietz's lead a few feet but time was running out. In the final corner of the race Dietz went down and Silva went on to win. John Grant took second with Mournal third.

In the 250 Handicap, Matt Jackson took the lead on the start and held it for the entire 12 laps to get the win. Doug Swope settled for second place and Bob Grant held off Dan Peterson for third.

Lowell Mournal (Yam) won the 360 Expert Scratch Main. Mournal, (white plate number 15 for short track) took the lead and held it. Dick Turner was second on another Yamaha. Steve Dietz and John Grant fought it out for third with Dietz coming out on top.

John Grant jumped to the lead at the start of the 250 Expert Scratch Main followed by Dan Peterson. Peterson took the lead on the second lap and went on to win.

Matt Jackson got his second win of the night in the 250 Novice Scratch Main. Jackson led from start to finish over second place Bob Gibson. Rich Hammersmith (Coop) moved his way up to third after a poor start.

In the 200 Novice event, Bruce Koistinen took the lead at the start followed closely by Bruce McMorrow. Koistinen went on for the win with McMorrow getting second and Darrell Van Natta took third on a last lap pass.

Gary Coopride (Hod) took the lead at the start of the 100 Novice Main. On the second lap Ken Gray (Hon) took over the lead and went on for the win. Coopride finished second with Tom Green riding a consistent race to get third.

Results in Results section.

SCORE money for motorcycles only

WILMINGTON, CAL., MAY 15

It has been several years since a motorcyclist could honestly feel he had a chance to win any big Baja race overall because of the continuing inclusion of more high speed paved sections in the course layout. With only three miles of pavement in SCORE's new Baja Internacional course, that could all be changed. Those motorcyclists who have

pre-run the course, much of it winding through the beautiful tree-covered central highlands, are convinced that a motorcycle can again reign as overall winner in Baja.

With the July 26, 1974 starting date for the Baja International, SCORE's first event in Mexico, still over two months away, 19 manufacturers have made the motorcyclist's exclusive share of the contingency money a significant \$14,750.

SCORE's President, Mickey Thompson, is continuing to bring as many motorcycle and motorcycle accessory manufacturers into the SCORE off-road racing program as possible.

AC Sparkplug, Champion Sparkplug, Goodyear Tire & Rubber Co., Husqvarna, Pennzoil, Montesa, Valvoline Oil, and Yamaha are just a few of the firms who are developing merchandising programs around motorcycle successes in desert and closed course off-road racing.

Other firms, who support the sport and share SCORE's enthusiasm for the most colorful, fastest-growing motorsport in the country, have posted the following motorcycle contingency awards for the 1974 SCORE Baja Internacional:

AC Spark Plug Division, General Motors Corp.	\$1625.00
All (3) Classes	
First in class	\$ 250.00
Second in class	\$ 125.00
Low ET, Motorcycles & 4-wheelers, Pro overall	\$ 500.00
Bell Helmets, Inc.	\$ 400.00
All (3) Classes	
First in class	\$ 100.00
Low ET, Pro Motorcycle	\$ 100.00
Champion Spark Plug Co.	\$1625.00
All (3) Classes	
First in class	\$ 250.00
Second in class	\$ 125.00
Low ET MC's & 4-wheelers Pro	\$ 500.00
Cibie Lights	\$ 300.00
All (3) Classes	
First in class	\$ 100.00
Cycle News, Inc.	\$ 225.00
All (3) Classes	
First in class	\$ 25.00
Second in class	\$ 25.00
Third in class	\$ 25.00
Electrofilm (Electro Helmets)	\$ 300.00
All (3) Classes	
First in class	\$ 100.00
Filtron (Air Cleaners)	\$ 300.00
All (3) Classes	
First in class	\$ 100.00
Goodyear Tire & Rubber Company	\$ 750.00
All (3) Classes	
First Goodyear D/S Eagle equipped bike in each class*	\$ 250.00
Hooker Headers	\$ 675.00
All (3) Classes	
First in class	\$ 150.00
Second in class	\$ 75.00
Husqvarna	\$2000.00
All (3) Classes	
First in class	\$ 500.00
Low ET, Pro MC	\$ 500.00
Jacwal Corp. (Denselube Chain)	\$ 700.00
All (3) Classes	
First in class	\$ 150.00
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K-C Hi Lites	\$ 300.00
All (3) Classes	
First in class	\$ 100.00
K & N Filters	\$ 300.00
All (3) Classes	
First in class	\$ 100.00
Montesa	\$1000.00
Overall win on Montesa 250	\$1000.00
Pennzoil	\$ 850.00
All (3) Classes	
First in class	\$ 200.00
Low ET, Pro MC	\$ 250.00
Preston Petty Prod.	\$ 500.00
All (3) Classes	
First in class	\$ 100.00
Low ET, MCs & 4-wheelers Pro Overall	\$ 200.00
Thermo-Chem Corp. (Oil Cooler)	\$ 350.00
(1) Class	
First in Class 22 (251cc to 1000cc)	\$ 100.00
Low ET, Motorcycles & 4-wheelers, Pro Overall	\$ 250.00
Valvoline Oil	\$ 850.00
All (3) Classes	
First in class	\$ 200.00
Low ET, Pro MC	\$ 250.00
Yamaha Int'l. Corp.	\$2000.00
All (3) Classes	
Low ET Yamaha in class*	\$ 500.00
Low ET Pro MC	\$ 500.00
* Does not have to finish 1st in Class to collect contingency award.	

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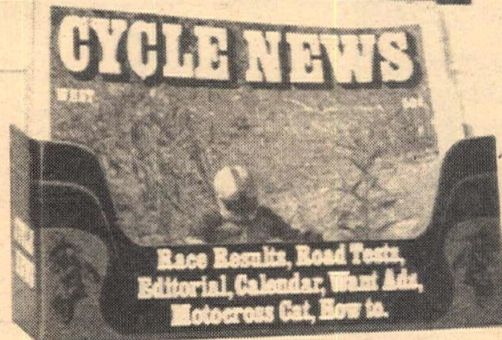
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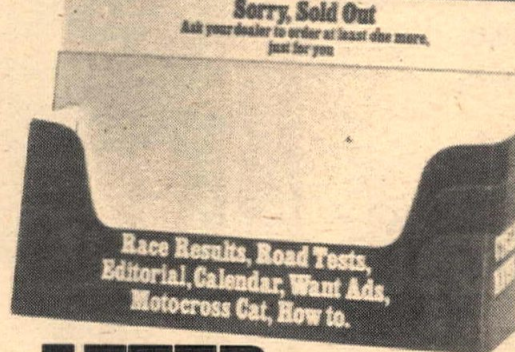


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Powder Puffer wins Overall at SRA

By Annette McEvoy

TEHACHAPI, CAL., MAY 5

With perfect racing weather dialed in, a total of twelve races came off with Sportsman Racing Association's Dual European scrambles.

The Mountain loop was a three and a half miles tight course, well suited for the small bikes and motocross freaks, with many turns, hills (both up and down), jumps, trees, stumps, and a dead camel right in the middle of the course! Passing at that spot was really hairy if you happened to be on the wrong side at the wrong time, but everyone got around poor old Mister Camel without any getoffs.

The Prison loop was around five miles better suited for the big bikes, with fifth gear-dirt, two hills, some jumps and a sweeping ten foot high bank in the middle of the asphalt section next to the state prison here to give the inmates a full day of cheering for their chosen heroes.

Jim Jackson got a flat tire on his bike just minutes before the 0-200 Novice second race banner was to go up. He was really out for blood since Jack McEvoy had beaten him in the first race of the day and he's really after Jack's number one plate. After a mad dash across the road, Jim borrowed his brother's bike and managed to get back to the starting line just as the banner was being raised, finishing second in class behind McEvoy.

Finally came the last double hitter of the day. On the Prison side Gary Sigman took over the lead about a mile out and held it all the way (250 and Open) Novice earning his second first Open for the day over second place C. Carson.

Meanwhile, the 0-200 Beginners -16 and Powder Puffs had finished getting it on, on the mountain loop and Louise White (250 PP) really shined coming in first Overall! G. Campbell will get the 125 trophy for sure as he came in second Overall while Larry Emge claimed the 100 crown this heat. Gloria Farvour was next Powder Puffer to lay hands on that coveted dust collector with D. Hilburger sticking in there to collect the first 80cc brass. Louise was informed that she will be transferred out of the PP class into the 250 Beginner class and her comment to that was "Gee, that's great, but are they ready for me?" Well guys, I don't know about all of you but I did overhear one fellow groan and tell Ron Vincelle "Thanks a lot, couldn't you wait until I got one more transfer to Novice before turning her loose on the Beginners?" Better do some extra fine tuning all you 250 Beginners, she's dynamite.

OCIR SRA speedway

By Tom Corley

IRVINE, CAL., MAY 8

Around 65 second and third division speedway riders traveled around the Orange County International Raceway's track tonight in the first in the facility's series of Wednesday night shows. While the hot shot first division dudes go at it at Bakersfield, the support classes gas it here.

Gary Densford exploded to the front of the pack in the Handicap Main. Gary tasted dirt when he ate it on the first turn, but he walked away from it. Bobby Ross then took command and won.

The only problem having to do with the track equipment was when the starting ribbons didn't lift on both sides at the same time. This happened in the Scratch Consolation event and this time it claimed Bobby Butt who was psyched out when it happened and did a wheelie with the ESO ending up on top of him. Bill Manley then greased away with the win in the restart race over Butt and John Flanders.

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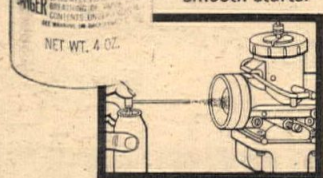
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Russian smashes to world championship lead as Pomeroy fades along with his suspension

By Martin Christie

SZCZECIN, POLAND, MAY 12

Flying 26-year old Russian, Gunnady Moisseiev, on the factory KTM, pulled out a 15 point lead in this year's 250 Motocross World Championship on Sunday, winning both races of the Polish Grand Prix at Szczecin.

On a hard, tight typically East European course, Moisseiev walked away with maximum points but the man who dominated the GP with his frantic speed never even finished.

Early points leader 23 year-old Czech Jaroslav Falta, was put out of both motos when his CZ engine seized on the low grade Polish gas. In the second race, he had pulled out an 11 second lead after only four laps when trouble struck his factory CZ.

Reigning World Champion, Swede Hakan Andersson (Yam) has now virtually lost all chance of retaining his title. With back and leg injuries suffered in practice in Czechoslovakia the previous week, he completed only three laps of racing before retiring in severe pain.

The bad luck which has dogged the plucky Swede throughout his motocross career — and changed miraculously only last year to make him an easy World Champion — has now, it seems, returned with vengeance. Andersson fought his way into Grand Prix racing on Husqvarna, but when he was almost within reach of a title, he broke his left leg badly in several places. Over the last three years he has been fighting back against that crippling injury, seemingly doomed to be the eternal runner-up. Then last year, mounted on the virtually invincible Yamaha monoshock, came the winning streak.

But this year, it's been a different story. The European factories have fought back, and the Yamaha has definitely been struggling to keep up on the hard, rutted European circuits.

Riding in Poland has only aggravated his wrist, back and leg injuries, and with an impossible number of already lost points to Moisseiev and Falta, Hakan's season looks bleak. So, too, does Jim Pomeroy's. After a half-reasonable ride in Spain, fastest practice times and leading both motos in Italy, Jim has been held back with big handling problems on the Bultaco over the more tortuous tracks of East Europe. With the bumpy tracks turning the damping fluid in his rear KONIs to water, and the Bul front end neither steering nor damping the way he wants, Jim is struggling; still unimpressed with the factory's experiments with Marzocchi forks. He was way out of the running in Poland.

In fact, after the East Europeans, next most impressive man of the day was tigerish Belgian Gaston Rahier. Though rated the third man of the Suzuki team the flamboyant little jockey threw his Suzie into second place in both races — getting good starts and staying up there.

Suzuki Teammate Sylvain Geboers, minus his appendix, which he left in Dusseldorf, Germany last week, made an incredible recovery to finish fifth in the first moto. But he was out of luck in the second, colliding with fellow countryman and multiple World Champion Joel Robert.

Joel was last away in the first heat, but fought his way through the field to seventh. Then, the crash in the second race put both him and Geboers out.

Other teammates crashed in the second race. Harry Everts, the promising Belgian 21 year-old and German Herbert Schmitz smashed each other. That finished Puch's hopes, after the two factory riders had a fourth and eighth in the first race.

Bultaco rider Vic Allan, had a good fourth in the second heat but he lost out in the first, when a sharp stone, thrown up from somebody's back wheel



Winning both motos of the Polish 250 GP, Russian Gunnady Moisseiev took his third GP for KTM and sailed into the World Championship lead.



Czech Jaroslav Falta was fastest, led both motos by comfortable margins but seized in one heat and had his ignition short out in the other.

hit his front fork and jammed the light alloy slider solid.

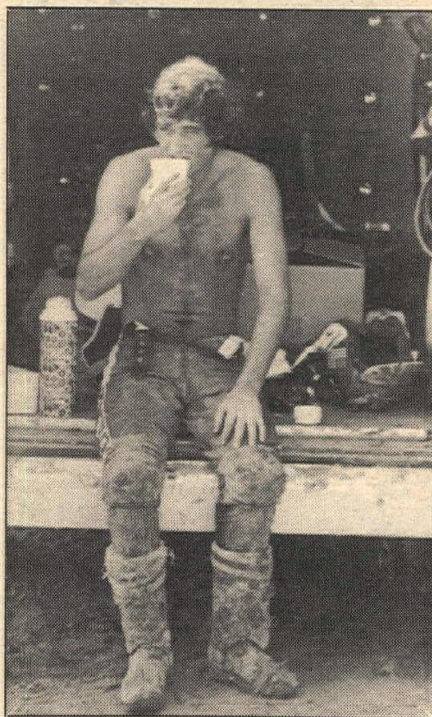
Showing that the 250 Pursang can still be ridden quickly in Grand Prix, Dutch veteran Jo Lammers got on the board in seventh in the second moto riding a privately entered Bul tweaked to factory specifications.

Another old Grand Prix campaigner, Swede Olle Pettersson, took time off from his job as Kawasaki development rider to come home eighth in that race — ignoring the unreliability that put the Kawasaki factory's more spectacular number one rider, Torlief Hansen, out of both motos.

Strong West German rider, Hans Maisch, the son of the Maico boss, kept his dad happy with a consistent sixth and a fifth.

Results

Moto One: 1. Gunnady Moisseiev, USSR (KTM); 2. Gaston Rahier, Belg (Suz); 3. Pavel



Jim Pomeroy is not happy about switching around suspensions on the Bultaco. The same thing hurt his overall finish last season.

Rulev, USSR (KTM); 4. Harry Everts, Belg (Puc); 5. Sylvain Geboers, Belg (Suz); 6. Hans Maisch, W. Ger (Mai); 7. Joel Robert, Belg (Suz); 8. Herbert Schmitz, W. Ger (Puc); 9. Evgeny Rybaltchenko, USSR (CZ); 10. Raymond Boven, Belg. (Mon).

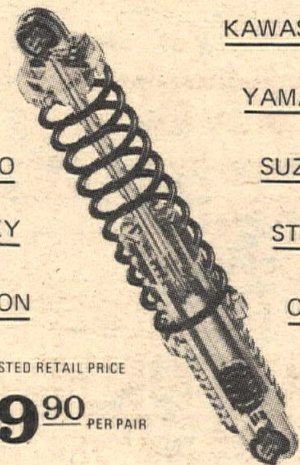
Moto Two: 1. Gunnady Moisseiev, USSR (KTM); 2. Gaston Rahier, Belg (Suz); 3. Miroslav Halm, CSSR (CZ); 4. Vic Allan, UK (Bul); 5. Hans Maisch, W. Ger (Mai); 6. Jiri Churavy, CSSR (CZ); 7. Jo Lammers, Neth (Bul); 8. Olle Pettersson, Swed (Kaw); 9. Kalevi Vehkonen, Fin (Hus); 10. Pavel Rulev, USSR (KTM).

250 World Championship Standings after four Grands Prix: 1. Moisseiev (KTM) 80; 2. Falta (CZ) 55; 3. Everts (Puc) 47; 4. Halm (CZ) 41; 5. Rulev (KTM) 40; 6. Rahier (Suz) 39; 7. Maisch (Mai) 31; 8. Boven (Mon) 26; 9. Schmitz (Puc) 22; 10. Pomeroy (Bul) 19.



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Mitch Mayes hustled his Husky around in front of everybody in the Mojave as the BLM

Mayes & Husky dominate

By Jim Stewart

LUCERNE, CAL., MAY 19

With the hope of spending another warm, sunny weekend in the beautiful desert, hundreds of desert freaks looking forward to sun and

racing only found this half true. The racing was there, but the sun wasn't. The wind never stopped blowing, cutting through anything you had on.

This didn't stop the die hard desert racers from lining up at nine o'clock sharp. With big shots from BLM present to witness the start of a desert race from their three Greyhound buses, the banner dropped - much to the surprise of several of the riders lined up on the right who couldn't see the banner truck because of blowing dust.

Mitch Mayes (Hus) had a weekend off from motocross, so decided to spend it in the desert where his riding fame started. Motocross sure has not changed Mayes' riding ability as a desert racer, as he led it from the bomb to the finish, with no one every really challenging him.

Following Mayes past the bomb was Art Knapp (Hus), Dave Laprik (Yam), and Amateur Mark Stormes (Suz). Knapp seems to go faster on choppy courses, and the Desert Foxes laid out one to Art's liking, as he ran second Overall the whole race. The real battle was for third Overall between A.C. Bakken (Hus), Kevin Hasten (CZ), and Bob Balentine (Hus).

Kevin and his CMC of Costa Mesa sponsored 400 CZ out powered and out rode the Huskies of Balentine and Bakken. Balentine finished fourth Overall behind Hasten, while Bakken, having some problems, had to settle for fifth Overall. At the first of the year, it seemed that the 250s were the bikes to beat for the Overall win, but the weekend's race was not like the rest, with the first five Overall riders mounted on Open bikes. The miles of sand trails, uphills, and sand dunes accounted for the top riders being on 400s.

Laprik led the 250 class most of the race, only to have this lead come to a sudden end after unloading on the second loop. Wayne Cook (Hon) held onto the class lead to the checkered. Jim Wotring, on his newly sponsored Imperial Motors Husky, also got by

Laprik, to pick up the second spot in this class. Laprik finished third 250 Expert. With Pettigrew's Cooper and Benny Padilla's Gringo slowing radically on the second loop, Jim Eveland forced his way into fourth 250 Expert, having to stop and bend his shifter out on the second loop after hitting a rock on a Novice covered hill.

Mark Stormes (Suz) has been finishing well in the Amateur class, but never before has trophied as an Amateur since becoming one this year. But this was the weekend to give his all; he got first Amateur at twelfth Overall. He had been running ninth Overall, but ran out of gas coming into the pits. Allen May (Hus) almost caught Stormes once, but threatened with losing first Amateur, Mark got his Canoga Park Suzuki going and made May follow in his dust. Allen got second Open Amateur and second Amateur, and soon should be riding with a red sticky since he has been doing well all this year.

Bob Rutten again finished way up in the Overall positions, (and first Trail Bike) on his Hodaka. Again Bruce Ogilvie (H-D) finished second behind Rutten. After Rutten and Ogilvie, was another former Trail Bike winner, Chuck Cartledge (Hod). It's hard to believe, after riding the sandy course on a 250 that had a hard time topping one of the several sand hills, that a rider could finish in the top twenty on a 100.

Bill Friant (Pen) picked up a first in the 175 class, something he hasn't done in awhile, since hurting himself. Gary Conner (DKW), who in the past couple of weeks I have been listing as Bruce Kude by mistake, was the second 175 to have the checkered dropped before him. Charles Barney (Yam) was the third Division II rider.

Robbie Parma (Yam) of the Sand Sailors, will soon be riding with the likes of Friant and Conner, as he picked up another in a string of first 175 Amateur rides. Robbie had been running third through the pits, but remembering the bad spots the first time around, he picked up the other two positions on the second time around.



ked on. They saw a lot of dust.

37 Fox Hunt

John Armstrong was the leading Novice through the pits and past the first check on the second loop, only to have his chances for the Novice win end when both his front and back tires became flat. D. Jordan (Suz) didn't mind Armstrong's flats a bit, as he was then able to move into the first Novice position. The next three Novices to reach the finish, seated on 250s, with William Wolfson (Yam), leading the way. Wolfson rides a very antique but dependable DT-1 and usually finishes in the top twenty, but this weekend he put it all together for first 250 Novice. P. Kapko (Yam) followed Wolfson while Bill Stewart celebrated his 43rd birthday by getting his first ever transfer ride on his new Penton.

Being that it was colder than hell, the result taker's fingers were too numb and riders too cold to stick around at the finish so she could get their names but their numbers went as follows, 943c and 672c were first and second 175 Novices, while 752 and 702 were the second and third Open Novices. Jaime Stormes (Suz), brother of first Open Amateur Mark, picked up his last transfer towards Amateur finishing fourth Open Novice, so soon will be riding with his little brother in the Amateur class. Ed Nauman followed in the tracks of the two un-named 175 Novices ahead of him for third 175 Novice.

Being a very long 47 miles, and on a very power-demanding course, Robert Myers (Hod) was glad he only had to go one loop as a Trail Novice, and he won. Dean Hart (Hod) and Vance Schmid (Pen) were a little relieved themselves, as they were second and third Trail Novices.

Every year the Desert Foxes give a participation trophy out to the club with the most riders entered. With many of the older more established clubs out in force (such as the Stumpjumpers, SoCal, Invaders, San Gabriel, and Desert MC), it was surprising to find out that the Rovers MC took the club participation trophy, having some forty-plus riders on the line.

With the wind forcing the desert people to stay under cover, camp cleared out fast after the race. I wonder if the BLM people present got the real feeling of desert racing from inside their Greyhound buses. The BLM might just think that the desert is a good meeting place for insane people like us. No place else would be safe, and that would be just great.

Results

400 Ex: 1. Mitch Mayes (Hus); 2. Art Knapp (Hus); 3. Kevin Hasten (CZ); 4. Bob Balentine (Hus); 5. A.C. Bakken (Hus).
400 Am: 1. Mark Stormes (Suz); 2. Allen May (Hus).
400 Nov: 1. D. Jordan (Suz); 2. 752; 3. 702; 4. Jamie Stormes (Suz).

250 Ex: 1. Wayne Cook (Hon); 2. Jim Wotring (Hus); 3. Dave Laprik (Yam); 4. Jim Eveland (Yam).
250 Nov: 1. William Wolfson (Yam); 2. P. Kapko (Yam); 3. Bill Stewart (Pen).
175 Ex: 1. Bill Friant (Pen); 2. Gary Conner (DKW); 3. Charles Barney (Yam).
175 Am: 1. Robbie Parma (Yam).
175 Nov: 1. 943c; 2. 672c; 3. Ed Nauman (Yam).
100 Ex: 1. Bob Rutten (Hod); 2. Bruce Ogilvie (H-D); 3. Chuck Cartledge (Hod).
100 Nov: 1. Robert Myers (Hod); 2. Dean Hart (Hod); 3. Vance Schmid (Pen).

ISDT Qualifier point standings

WESTERVILLE, OHIO

With four of six scheduled events in the series completed, the American Motorcycle Association has announced point standings for the International Six Days Trial (ISDT) qualifiers.

The qualifiers will be used to select the American team for the 49th ISDT at Camarino, Italy, September 9-14, 1974.

In the individual standings, Carl Cranke of Sacramento, California, and Bill Uhl of Boise, Idaho, are virtually deadlocked for the lead. Cranke, one of the five Penton riders in the first six spots, has won two of the four events held thus far. Uhl, riding a Can-Am, has posted a first, a second, a fifth and a sixth in four starts.

Close competition also marks the race for top Manufacturer's Team. A scant two points separate the top three teams, Husky East, Rokon and Penton East.

ISDT Qualifier Standings (four of six rounds completed)

Individual	Make	Points
1. Carl Cranke, CA	Pen	900.00
2. Bill Uhl, Boise, ID	C-A	900.40
3. Jack Penton, OH	Pen	925.00
4. Joe Barker, OH	Pen	955.75
5. Tom Penton, OH	Pen	978.21
6. Ken Maahs, OR	Hus	981.79
7. Ben Bower, CA	Hus	981.88
8. Mark Adent, CA	Pen	984.81
9. Malcolm Smith, CA	Hus	1016.40
10. John Sittin, OR	Pen	1028.90
11. Mike Hannon, CA	Bul	1030.68
12. Jim Simmons, MO	Rok	1032.73
13. Dan Young, KY	Pen	1036.22
14. Jim Hollander, CN	Rok	1039.77
15. Don Stover, CA	Pen	1040.26

Manufacturer's Teams	Points
1. Husky East	34
2. Rokon	32
3. Penton East	32
4. Yankee	22
5. Penton S.W.	15
6. Husky West	15
7. Bultaco "A"	12
8. Penton South	10
9. Penton West "A"	8
10. Penton Central	6

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How to put on your own

High School Motocross

By John Ulrich

Slightly over a year ago high school motocross did not exist. It started with a slippery course outlined by old tires on a football

practice field. It warmed up at a Catholic boy's school with more berms added and a couple of jumps built on tarps laid over a cinder track.

It really started to roll when two schools diced it out on some empty land. It got slicked up with two schools competing against each other at a professional raceway, with bleachers, rooster buses and cheerleaders. It stumbled a bit over organizational problems as seven high schools (an entire school district) met with 120 racers and 2000 onlookers.

It exploded from there, with football-type leagues and a 16-school, 16-week eliminator series staged by a professional promoter — and a college scholarship for the grand prize.

In Southern California, high school motocross has arrived.

It didn't come easy. Besides having to deal with a number of tough procedural problems, one thing every successful high school motocross organizer has had to face is work by the truckloads. Mike Thatcher, 16, was the mastermind behind a school district sanctioned three school race that Yamaha International almost sponsored as a public relations move. The race was postponed at the last minute by a liability-fearful school board until their lawyers could thoroughly investigate. Frustrating delays are common in high school motocross.

"It was lots of work," Thatcher says. "Twice as much as I thought it would

He went to work selling sponsorships to local motorcycle dealers. In return for a donation, each sponsor would receive an advertisement in the race program (whose preparation and printing added another expense to the growing list). He limited dealer contributions to \$50.

"This is high school, not blood-and-guts pro racing. We didn't want anyone trying to take over the whole show just because they gave a lot of money. We didn't want to run it like a big football thing, but instead kind of down loose. Grass roots," Reese said.

Successful money-raising techniques used by student race organizers include car washes, candy sales, \$5 entry fees, and gate fees for spectators. The method everyone wanted (but few got) was for one big sponsor to pick up all the expenses.

Even when it looked like Yamaha would finance Thatcher's race on a one-time basis, he still planned to charge a small race entry fee to build up a fund for races planned the next year.

But no matter where the money comes from, there are plenty of obvious and not-so-obvious things to spend it on when putting together a high school motocross. Student promoters should think about paying for things like phone bills run up during the organizational stages, track surface preparation and marking fees, scoring booth rentals, ambulance rental (have a first aid crew at the race, just in case), prizes and/or trophies, flags, programs, banners and advertising.

Non-financial matters need attention, too. What about entry restriction? Some schools allowed graduates to come back and clean up. Others limited entry to current students and faculty members. Still others limited entry to current students only.

"The stars of the show should be students," Mike Thatcher feels. "I don't think past graduates should enter."

Then there are the little things that have to be decided in advance. Who will make actual decisions before and during the race? The first seven school race put on by the Garden Grove City School District and the Garden Grove Division of Recreation started to disintegrate into mass confusion before it was even half over. As track owner Vic Wilson observed: "It was a case of simply too many generals. If one person who knew what he was doing was in command and making all the decisions, this would not have happened."

Where the race will be held is usually decided by economic considerations, like which track will give the students a price break. But at times the decisions have been influenced by geographic distance and available facilities. Will there be grandstands for spectators who would rather not stand along the track perimeter? What about sanitation facilities? How many mothers will come out to watch Sonny race if they have to put up with porta-potties?

Then there is the consideration of race scheduling. If the track does not have any lights, the problem is made easier — the racing will be during daylight hours, allowing enough daylight to finish the program.

The race could be held on a weekend, but then some of the more serious racers committed to other events may not show up. If a rider is in contention for a top position in a regular sanctioned motocross series, he may not be willing to lose points by



STEVE FRENCH

Don't forget girls in your race plans.

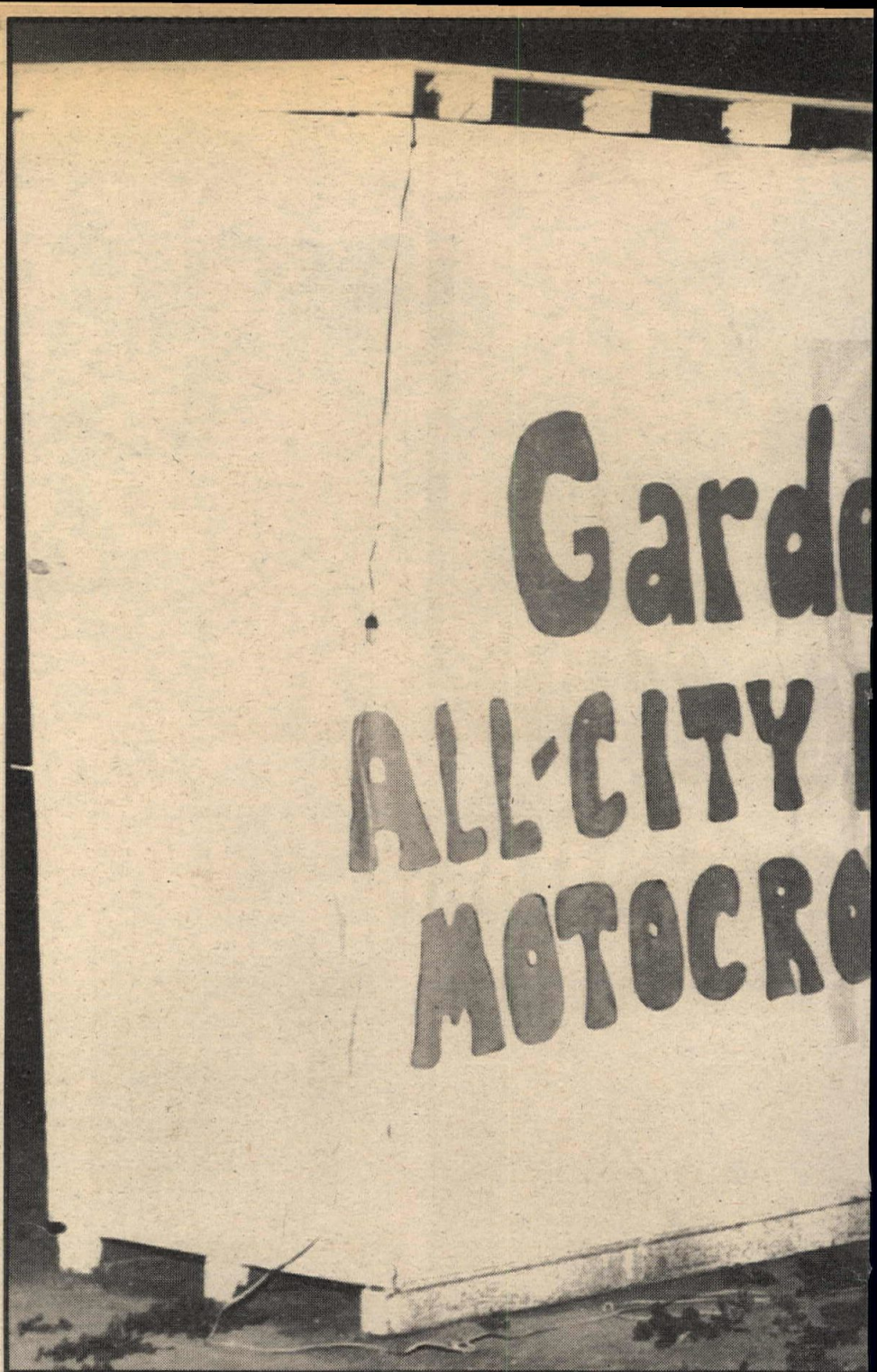
be. It kept getting harder and harder and more and more involved."

Then there are the specific details to be resolved. When college student Rex Reese started to put together a four-school race for some high school buddies, the first question facing him was liability.

"The schools wanted to be sure they wouldn't be sued dry if anything went wrong," he says. "As long as I could get the insurance, they would support it."

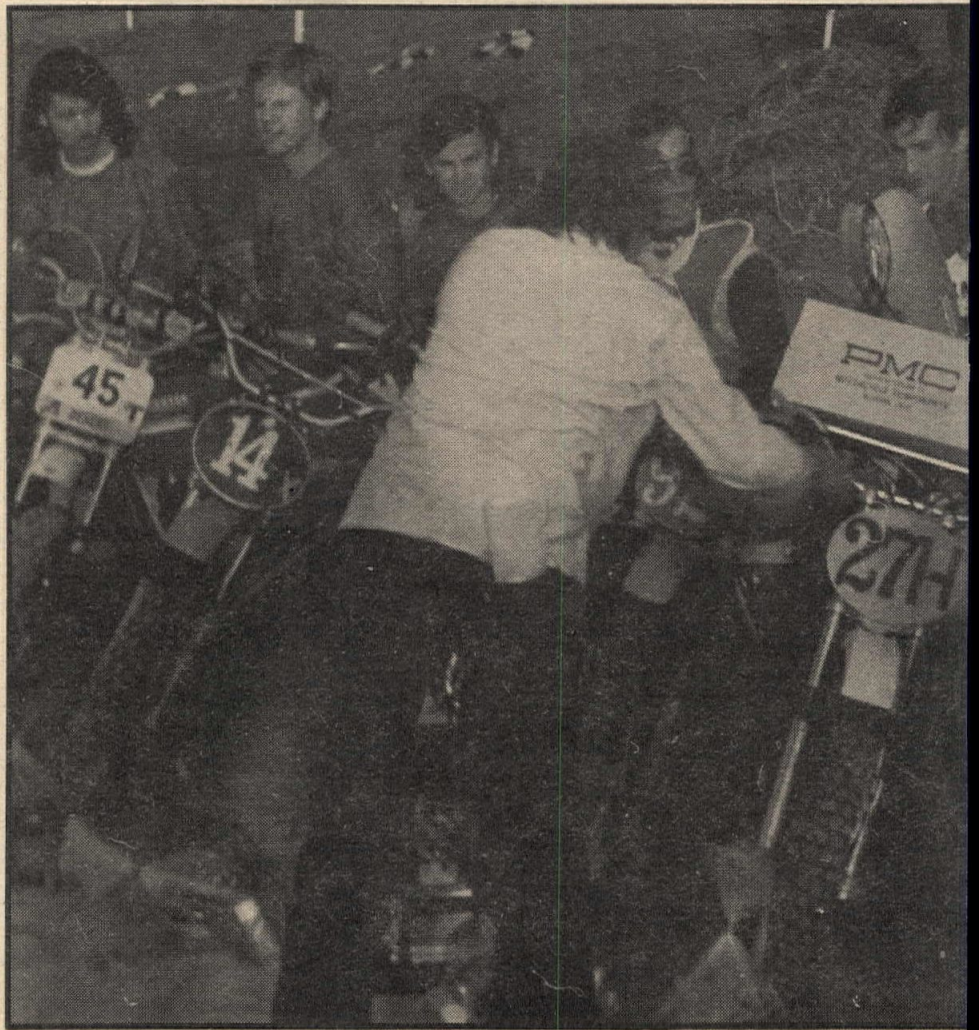
Reese found the policy he needed, but dug up two new problems in the process. The \$1 million liability and \$3,000 per participant medical policy would cost \$300. To get the policy for that price, the race would have to be held at a regular motocross facility. Finding a track owner willing to hold the event in return for 100% of gate receipts and one dollar from each rider wasn't too hard, but he still had to finance the insurance policy.

While he had run into the same problem as Reese did, Mike Thatcher didn't have to worry about cost, since Yamaha was picking up the tab for renting a track facility and insuring the show. But Reese still had to raise money.



Put in your own city's name and imagine the possibilities.

Many racers think accessories more useful than trophies.



Grove HIGH SCHOOL SS CONTEST

missing a race just to wow the homeroom tootsies.

How will the spectators (and racers) get to the track? Will they have to find their own rides, or will the school provide a rooter bus? How much will a ticket cost? How will the bikes be transported?

Will the public be invited? If so, how will they know about the race? Will there be posters plastered all over town? Maybe a local radio station will broadcast announcements of the race as a public service (Reese got announcements on local stations free.).

How will crowd control be handled? Who will insure that the security preparations do not get out of hand, creating a bad atmosphere? No one can answer that kind of question for the would-be student promoter; he has to answer it for himself.

If you want a high school motocross that works, be sure to provide rider identification, numbers, and scoring. How will different schools' riders be identified by the spectators? What most schools have done is not worry about it, but that's not the best way. Small, almost invisible pieces of colored tape were stuck on the helmets of racers in the seven school event, a different color for each school. It would have been a good idea if the tapes had been larger.

Thatcher planned that each school's riders would wear a different color jersey. Other schools have used the colored jumpers athletic departments keep around for girls' gym classes. Since girls do not usually wear reversible gym shirts like those worn by boys at many schools, girls athletic departments may stock different colored jumpers (which look something like vests) for teams of girls to wear playing softball. They work just fine for motocross, too.

Each rider must have a number, and no two riders in any class should have the same number. Many times students who have never raced enter school races, and often their bikes do not have number plates. A paper plate will work well when stuck on with tape, with the number drawn on it with a big felt-tip marker. All numbers should be big enough to be easily seen while the bikes are moving. Some schools have let students run with their regular racing numbers already on their bikes if they are already into MX competition.

To avoid race day confusion, all riders' names and numbers and brands should be listed before the race and copies made available to working newspaper reporters, the announcer, the starter, scorers, etc.

There are several different types of motocross scoring systems floating around. Whatever type is decided upon, everyone must understand it completely. The scoring system should be second nature to the scorers. At the first few interscholastic races, the girls who volunteered to score didn't know a moto from a piston, and the scoring was hopelessly botched until several racers finally took it over. Programs and rider literature should make the scoring system painfully explicit, leaving no doubt in anyone's mind how it works. The announcer should also explain it over the PA system, if you have a PA system.

All riders must know what order the motos are in, and which races they are in. This should be decided several days in advance, with lists of who is running in what race posted at the track. Races should be announced by name and number. For example: "Race Number Three, the 250 Expert class."

Categorizing and announcing the races brings up the question of classes. Some schools ran classes by bike size only, and a few riders in each class smoked everybody. Others limited bike sizes and classed people by both experience and bike size. Others ran racers by bike size, with no maximum displacement, and ability classes.

Other planning that must be handled includes length of practice and the riders' meeting.

Spectators should not be forgotten. What will be the limits on where they can and cannot go to watch the motos? Who will enforce those limits? What time will the pits and the stands be open? Spectators will be a lot happier knowing all the rules before they accidentally break one.

Safety is important. What are the



Expect anything at school races. This 650 Triumph finished mid-pack at OCIR.

requirements for bikes that may be run? On some courses, schools have allowed anything roughly classified as a "dirt bike" to race. Others have limited entries only to true motocross machines. All have required protective equipment (helmets, boots, gloves, long sleeved jerseys or jackets and goggles) and mufflers or silencers to avoid ear damage.

Flagmen are the main safety factor in the high school race. As in any race, a few crashes can be expected. So far, none in a high school motocross have ever been serious. Even so, a minor slide-out can turn into a painful pile-up if three or four bikes come off a blind jump onto a fallen racer. Alert and effective yellow-flag wavers at corners and other blind spots can make all the difference. In case of a crash, a yellow warning flag should be immediately displayed up the track to let racers know there is a crash ahead. How many flagmen, how long they will work, and what flags they will wave are all things that must be dealt with.

Then there are the prizes and/or trophies. Which will it be? Thatcher and Reese both decided to go with merchandise prizes for class winners and placers. Other high schools have awarded plaques on the theory that a plaque or trophy won't wear out.

"I've got to scrimp for every penny I need for racing. If I can get a chance to win some boots, it really helps. Plaques may last forever, but you can use accessories now." The words are Mike Thatcher's, but they win an overwhelming nod of approval from dozens of racers surveyed.

Press relations are important, especially when future events are planned. No one wants to read, whether in a hometown newspaper or a motorcycle publication, that a race was a disaster. Only good organization and hard work can prevent unfavorable coverage. If a reporter is thrown out of the infield while trying to take photos of your event, he's not going to be overly friendly. It's a good thing to arrange press credentials for everyone who needs them before the race, answer any questions they may have, but

"Wow, look at that guy gas it!"



otherwise just leave them alone to do their jobs.

If someone has answers to all (or at least most) of the questions outlined above, they've got a good chance of being able to put on a successful high school motocross. According to Mike Thatcher, "When you go to the principal, you've got to have your act together."

You've also got to be prepared for the unexpected. When Mike first approached his school's principal with the idea, the first thing the principal said was, "with the energy crisis, do you think it would be a good idea?"

"I told him each bike would only use about one gallon of gas," recalls Mike, "and then I kind of got him off the subject because I didn't know what I was going to say."



First race: on the line nerves.

The payoff after you've done it all? Talk to your spectators, the ones who have never been to a motocross before.

"Wow, I saw pictures of motocross before, but I never thought knowing the racers would make such a difference."

"It was great. It sure beats football."

"Far out! I was really impressed."

What does the future hold for high school motocross? Continental Motorsports Club President Stu Peters, who put together the 16-school motocross series, thinks it will end up with school leagues run by the school system, just as football leagues are run now.

Mike Thatcher doesn't have any doubt in his mind at all. "I think high school motocross is the greatest thing since rear shocks. I can't wait until it's CIF (California Interscholastic Federation) and we have lettermen's jackets covered with finisher pins. Instead of footballs we'll have little patches showing guys crossed up."

High school motocross is here.

BUZZ BATY

BUZZ BATY

STEVE FRENCH

JOHN ULRICH

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be a spectator and that I may sustain permanent or grave injuries as a spectator and I, nevertheless, voluntarily and knowingly assume such risk.

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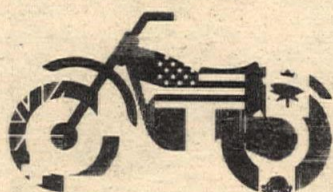
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PHOTOS BY LANE CAMPBELL

YIII! Runaway Bul on the rocks at Trap Ten.

Whaley/Schreiber duel at Blustery Bear

By Lane Campbell

BIG BEAR, CAL., MAY 18-19

Southern California's two wunder-kinder, Bernie Schreiber (Bul) and Marland Whaley (Mon), continued their duel for the ATA Expert

points lead in a two day trial that may be re-christened the "Polar Bear Run" after this year's event. Cold, blustery wind greeted the trialers Saturday, and it never let up throughout the meet. It snowed Sunday morning in Big Bear City, partially closing Highway 18, but passed by the trials area.

The riders bundled up as we've seldom seen them in Southern California. Cold and stiffness figured in many a high score both days. One or two riders, after coming down off the high ridge between Traps Three and Four on Sunday, were too ragged out by cold to ride Four (which was tight and nasty Sunday), taking a mandatory five in that section.

Marland Whaley started off slow Saturday, with eight points the first loop. Bernie Schreiber came in with five. He had taken that five trying to put together a near-clean in Trap Three, which was a treacherous rockpile atop a wind-swept ridge about 6,000 feet above sea level. The section required deliberately banking the front wheel off three different boulders in sequence to make the necessary turns and keep the bash plate lofted over jagged edges. Bernie wiped out a stake attempting an unorthodox line through the trap.

Marland came back on the second loop with a three; Bernie retaliated with

a one. Then Marland cleaned the entire third loop to finish the day with 8-3-0-for eleven points.

Bernie, going into the third loop with six points total for the day, dabbed a couple times, then picked up a five in Trap 14, to finish up with 13 points. Mike Griffiths (Mon) and Jeff Koskie (Suz) also came in with 13's, and Martin Belair's 16 left five of ATA's top Experts in a tight group at the halfway point.

Richard and Anthony DiLabio finished Saturday leading the Amateur class at 13 points each, and Novice D. Pagel had eight points over his nearest rival, Vince Vawter.

More riders are showing up on production Suzuki RLs, including Gustav Hermelin, who picked his up the night before the trial. Gustav, an exchange student from Sweden, entered ATA competition this year as an Amateur and quickly vaulted to Expert status. He had been an Expert rider in Sweden. Gustav is a forceful and often aggressive rider. He crashed hard in Section Four Sunday, slamming his chest into a tree, but finished the trial in a dead heat with George Smith. (The two will earn duplicate points for the unresolved tie.)

Sunday saw Bernie and Marland continue their duel, with Marland hanging onto a slim lead until the second trip through Section Ten. The



Trial by one's peers: Rich Delaney tackles Expert Section Eight under close scrutiny by George Smith, Jeff Koskie, Mike Griffiths.

SCTA had changed all the sections for Sunday, making them tougher than Saturday's relatively easy run. New Section Ten was a bear: it teased the rider with a ticklish steep descent over rocks into a sandwash and a tight turn over a log, then spit him straight at a 15 foot climb up a jumble of tilted rock slabs.

The section caught Jeff Koskie twice; it got Martin Belair once. Bernie cleaned it once, then came across with a one. Marland attacked the trap on the second round and had a clean ride going up the rock face. He was going up to the left, but a bobble near the top put him off line too late to correct, carrying him outside the section. "It was a dumb five to take" he said later, as a single prod could have saved it and protected his lead. The trial had been decided. It was easy cleans for both riders the rest of

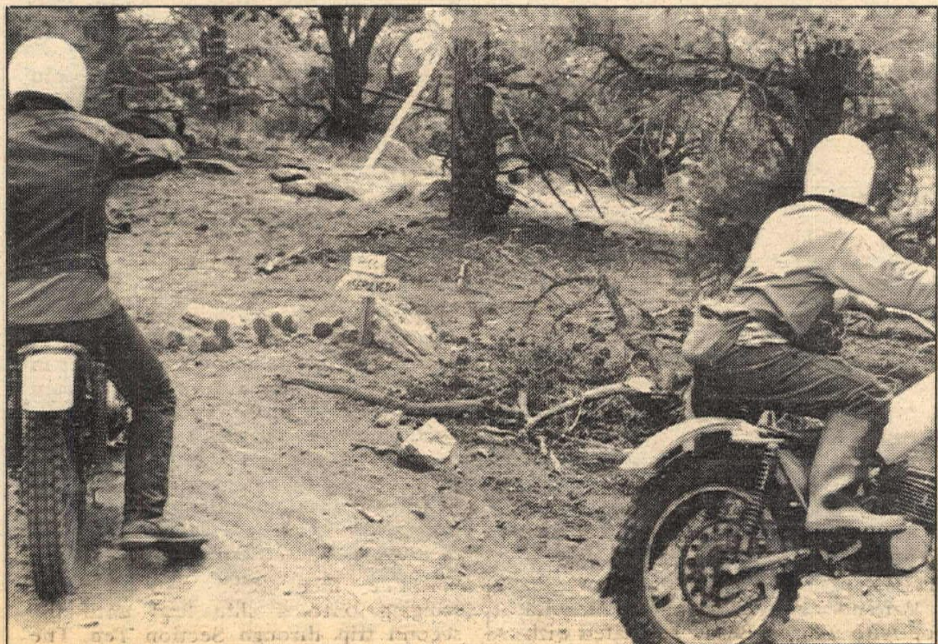
the way. Bernie had taken the Expert class with 21 points to Marland's 25.

Sunday's run was shortened to two loops instead of three; partly to prevent a rebellion by half-frozen scorers, partly to beat more snow. Snow-laden clouds were already breaking over the high ridges like storm surf.

Maybe the less said about the campsite under these conditions, the better. The situation there shouldn't be blamed on the club. They were taken in by a typically self-serving landholder who had the nerve to call a barren field on the shore of a shallow salt-marsh a "lakefront campsite." Live and learn, because otherwise Big Bear is a pretty fair spot for a trials — provided you wear your longhandles and re-jet for high altitude.

Results in Results section.

Decisions, decisions. Joe Ige and friend at the crossroads.



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Controversy:

Trials pot boils over

By Lane Campbell

On May 9, the American Trials Association (ATA) announced it would decline to host the Southern California opening round of

the AMA National Trials Championship, after three rule changes the ATA had proposed were rejected by the North American Trials Council (NATC). The door is still open for an ATA member club, the Southern California Trials Association (SCTA), to host the June 22 series opener, assuming they could get the manpower and organization together in time. On the plus side, entries are trickling in from all over the country, indicating a broad base of rider interest in this first truly national trials championship.

Two personalities have emerged in the rules dispute. One is Bill Brokaw, Rocky Mountain Trials Association President, and Chairman of the NATC. The other is Gary Christian, President of ATA, and ATA's rep on the Council. Both men have written "open letters" to the media, attempting to explain their organizations' positions.

Their personalities and the contents of their letters are overshadowed somewhat by the dynamics of their two organizations. ATA is a representative council of elected reps from several member clubs. NATC is another representative council with reps from nine member associations nationwide. The Council was created with the blessing of the AMA to plan and govern a National Trials Championship. What excited most of the members (Gary Christian included) was the fact that trials people were being given carte blanche to design their own series from scratch. There were bound to be strong ideas on the subject, and strong differences. Yet being a "mini-Congress" in effect, the NATC was to forge a politically workable rules package.

Gary Christian went up to two NATC meetings as the Congressman from Southern California. He was basically pro-AMA and determined to see a workable national series emerge, yet he was also responsible to his "constituents" at home. To make a long story short, when he brought back the compromise rules package the NATC had hammered out, a sizeable part of his constituency revolted.

After a tumultuous ATA meeting, Christian was given three proposed rule changes to bounce off the NATC. This he did in an April 25 letter. They were:

- 1) Local riders to be allowed to ride their home events for national points. (They are now barred from doing so.)
- 2) Allow non-AMA members to ride support class if they are members of the host club.
- 3) Reduce from best five events to best four the number of finishes to be counted for the championship. (This to reduce the need for privateers to travel long distances.)

The other NATC member associations, one by one, rejected the ATA proposal which Brokaw characterized as a "move to dictate or destroy" the series. That brings us to the present. Obeying the vote of his membership, Gary Christian gave notice that the ATA was pulling out. At the same time, Christian privately expressed hope that SCTA (his old home club before becoming President) could salvage the SoCal round.

Analysis

Why the impasse? Taking the ATA proposals from the bottom, Number Three was no problem. As Brokaw and Christian both admitted, that was an easy one to compromise.

On AMA membership, obviously both NATC and AMA had to stick to their guns to maintain the series as an AMA/FIM recognized national championship. The pressure to lift AMA membership requirements for the support class came from the grass roots ATA riders, who balked at the idea of buying a \$10 membership on top of a \$25 entry fee for one trial. The club reps pushed this, realizing that without a full support class the event couldn't break even financially.

They left Christian one out: if the other two rules could be resolved, ATA would apply \$10 of the entry fee to enroll each non-AMA support class rider in the AMA. In other words, if the other two changes could have been accepted or compromised off, ATA would have footed the cost of AMA cards to draw a full support class and meet AMA requirements.

That left the local rider issue, and on this Southern California really splits with the rest of the country. Trials is traditionally an amateur sport that relies on volunteer manpower. Most places, this means a severe shortage of people who will forego riding long enough to organize a trial, lay it out, and score the sections. Often the riders score each other on the honor system, simply because there are always more traps than qualified checkers.

In Southern California, the worker shortage is an irritant, not a major crisis. The supply of help comes from the sheer numbers of people involved: wives, kids, chickies, hangers-on who can't afford a bike but want to help. SoCal is a place with not one or two but scores of people capable of organizing a major trial. Many of them have European experience. All this is a blessing, but it leaves Californians unable to understand the manpower difficulties other places have to deal with.

As it appears in, say, Denver or New England, ATA riders could bend enough to stay out of their home event, *even if they don't have to* — in fairness to riders elsewhere who are needed to work their home event and thus can't ride. This is the real crux of the matter. The idea that locals have an unfair advantage on their home ground is a red herring.

Let's assume that the other eight members of NATC vote and say, "OK, Gary Christian, tell your people this is the way it's going to be. Locals can't ride their home event. Now whip your troops into line." ATA is enough of a democracy that if Gary or any other President tried to dictate this to the riders, the association would splinter.

Situation stalemate. The AMA National Trials Championship will go on with or without the SoCal round. ATA has not dictated or destroyed it. Neither ATA nor NATC has been proven right in the rules dispute.

What has been proven is that a two-tier representative democracy like the ATA/NATC complex is quite sensitive to emotionally-charged shock waves. No leader or group of leaders can change or control this without

destroying the basic fairness of the system.

Aside from the chance of SCTA salvaging the SoCal round, the shouting is over for 1974. There's a possibility of most of all the NATC reps getting it together at one of the championship rounds to lay the groundwork for a better 1975 series.

Eventually ATA may have to bend on the local rider rule, but the change of heart will have to come from the grass roots. It will not be dictated.

M.O.R.E. from the CAPITOL

No-fault insurance

The U.S. Senate has just passed a federal NFI Bill that sets standards for each of the states to follow. Included is a statement that individual states have the option of including or excluding motorcycles from the mandatory insurance provisions. In California, we already have been assured that motorcycles will be excluded from any NFI program enacted by the State Legislature.

Red Rock Canyon

AB 2645, the bill which makes Red Rock Canyon a State Park; prohibiting many forms of recreation, has been steadily advancing through the Senate. Write to your State Senator and ask him to vote "no" on AB 2645 when it reaches the Senate Floor. Even more important, write a letter to Governor Reagan asking him to veto AB 2645 if it should pass the Senate and reach his desk for signature.

Land grab

HR 5288 is a Federal Bill authored by California Representative Bob Mathias to establish the California Desert National Conservation Area. A fellow Representative, Congressman Ketchum (also from California) has introduced an amendment to the Mathias bill to turn over two million acres of the public lands in the heart of the California Desert to the California State Department of Parks and Recreation. These two million acres are known as the Barstow Triangle, extending from the Colorado River almost to Barstow and including all area between the Las Vegas Highway and the Needles Highway. From our past relations with Mr. Ketchum, when he was a California State Assemblyman, we know that he personally reads and answers all letters from his constituents. Write him a letter today and tell him that you disagree with his amendment to HR 5288. Address your letters to: The Honorable William M. Ketchum, 413 Cannon House Office Building, Washington, D.C. 20515. In your own words, tell Mr. Ketchum that he has been misinformed by the preservationists to believe that the desert is being 'ruined' and that the State of California should treat this area as a park to prevent further ruination. Remind him also, that he has always favored the needs of the working man and his family, and the best way that he can do this is to withdraw his amendment that would make the desert a State Park.

Green Stickie Changes

This past week, M.O.R.E. met with Assemblyman Chappie and representatives from all of the involved State Agencies. Out of that meeting, a

decision was made to totally amend Assembly Bill 3839 to provide the following features as of July 1, 1974:

1) Every motor vehicle is required to be registered or identified with the State of California, just as the law now states, except vehicles that are truly competition only operated on established race tracks or courses, such as dragsters, midgets, speedway bikes, formula cars, etc. The owners of these vehicles will be issued a permit for a fee of \$15 every two years that allows them to transport these vehicles over the highways without a license plate or a green stickie. The \$15 permit fee will be comparable with the Off Highway Vehicle Fee, in that it will contain an In Lieu Tax thus exempting the owner from paying personal property tax on such vehicles. Only one vehicle may be transported at a time for each such permit. If you are transporting two speedway bikes, you must have two permits in your possession. However, the permit will be issued to the person rather than the vehicle. This allows the owner of more than one such vehicle to use the same permit to transport any one of the vehicles, at any one time. The permit will not allow the operation of such vehicles upon public lands. Because the permit is not issued to the vehicle, the owner is free to switch frames, engines, etc.

2) Vehicles falling under the above category will be exempted from the noise provisions of the Off Highway Vehicle Law. As a result, vehicles being transported over the highways will be inspected only for a license plate, or a green stickie, or a permit held by the owner/transporter. There will not be inspection for compliance with the equipment laws. At least, not while in the transport stage. But, once the off-highway vehicles are unloaded and placed into operation on the public lands, all equipment laws are in effect. We are quite certain that there will be some people who disagree with this plan, primarily because they are opposed to the identification and licensing of off-highway vehicles, in the first place. These are the people who are uninformed and still unaware that off-highway vehicles either had to be licensed or they would have been totally prohibited. M.O.R.E. feels that this latest amendment to Assembly Bill 3839 will work to everyone's advantage.

Assemblyman Chappie has introduced AB 3336 which will change the law so green stickies are good for a two year period beginning on July 1 and ending on June 30, two years later. As presently written, green stickies expire on June 30 of even-numbered years, thus denying some registrants a full two years, depending upon when they purchased the off-highway vehicle. Along with this, Mr. Chappie has also introduced AB 3337 which will allow persons who purchased green stickies in 1973, to request the DMV to extend the expiration date to June 30, 1975, rather than June 30, 1974. Of course, this latter bill would only apply if AB 3336 were enacted.

Off-highway vehicle areas

State Parks and Recreation has been locating areas for off-highway vehicle park sites. One of the most promising has been Hollister Hills Motorcycle Playground in San Benito County. After State Parks and Recreation got everything set for acquisition from the OVH Fund, Senator Grunsky introduced SB 1907 which will purchase Hollister Hills from the General Fund, rather than the OHV Fund. In exactly the same set of circumstances, Assemblyman Chappie has introduced AB 3005 to acquire the Gold Run OHV site from the General Fund. Although the Bills have not yet been introduced, the same consideration is being given to Hungry Valley and El Mirage by other legislators from those areas. Believe us, this is a real 'mind-blower' when you consider how close we came to extinction in 1971. The reason that these legislators give for this action on their part is that the off-highway vehicle enthusiasts are being rewarded for their acceptance and compliance with the Off Highway Vehicle Act, and through that acceptance the off-roaders have proven for the most part to be sensible, responsible and respectable. Kinda' neat, huh?

Please write some letters

We have done our best to get these Bills introduced in your behalf, but we cannot do it all by ourselves. What it takes now is some very simple action on your part. Sit down and write your State Assemblyman and your State Senator each a letter asking that they vote "yes" on Assembly Bills 3839, 3336, 3337, and 3005, and "yes" on Senate Bill 1907.

Gas rationing

SR 89 has been enacted, and motorcycles are exempt from any form of gas rationing. Report violations to M.O.R.E., please: Motorcycle Owners, Riders, and Enthusiasts, 1129 - 11th Street, Sacramento, CA. 95814. (916) 442-2191.

Russ Sanford

ASK E.C.



Got a technical problem that needs expert advice? Send queries to "Ask E.C." c/o Cycle News. Your reply will appear in the paper within a few weeks. Hard questions may take a little longer to answer.

Yamaha autolube removal

I have a 1973 360cc Yamaha MX with autolube. Can I take it off? Will it affect my jetting?

Bob Bullington
Redondo Beach, Calif.

Bob, Yamaha says in their shop manual that you must run oil in your gas mixture with the auto-lube for racing. I would remove it for racing. Yamaha makes a little plate that covers the auto-lube hole. Cost for the plate and gasket is not more than a couple of dollars.

The removal of the auto-lube won't affect the jetting, but for racing it is too lean on the needle jet. Replace the needle with a 6f4 needle, to richen up the bottom end and mid-range. If you don't you might seize up your engine.

Zundapp pipe

Recently I read an article in the Nov. '73 issue of Popular Cycling which dealt with reed valves and Zundapp motors. I wrote the magazine to ask for tuning specs, but they sent nothing in return. The tests that they run were with an E.C. Birt pipe of unknown dimensions. Is it possible to get these specs, or equivalent ones, in order to modify my Rickman-Zundapp? I now have a Mikuni 30mm carb on it and am planning to buy a GEM Products reed assembly when they are available. Oh! Also, are there any good shift kits available for the Rickman-Zundapp? And who builds plastic tanks for the 125 Rickman??

Larry A. Ross
Moline, Ill.

Larry, the Zundapp engine is one of the most dangerous engines for the average person to work on. A Zundapp cylinder costs \$189.05 dollars. It has a chrome bore and should only be worked on by an expert in the field of grinding chrome. But if you wish to do your own, dig out Cycle News West June 27, 1972. It has all the porting specs you're looking for.

The D.H. reed valve is better for the Zundapp than GEM, I feel.

As for the E.C. pipe specs as tested in Popular Cycling, sorry about that, I don't give out pipe figures. They're a trade secret.

Steve Kolbeth makes a special selector rod for the Zundapp that is made with the selector ball between two

springs. I haven't tested one to see how it works yet, but the idea looks good. This selector rod costs \$22.69. Precision Cycle has his shifter rods in stock. The only drawback to Steve's selector rod is that the cases have to be split to install it, so you better have a Zundapp engine manual close by.

I have my own way of modifying the Zundapp gear box, which is like the Six Days Zundapps, where you won't have to split the cases. Remove the clutch cover and clutch, then pull out the selector rod and shiftdrum assembly. Send to us and the mod will cost you 16 bucks.

Plastic tanks for the Rickman? Try Kolbe Cycle Sales, 22123 Ventura Blvd., Woodland Hills, Calif. Phone 213/348-7865.

Zundapp 125 hop up

Could you please advise me of any articles, books or other publications on modifying the Rickman 125cc Zundapp engine?

Although the cycle magazines are filled with articles on hopping-up the more popular bikes I have never seen an article on the Zundapp engine. I understand that you are "the expert" on getting more horsepower out of this unit.

H. Bayly Johnson
Fayetteville, N.C.

Keep a watch on Cycle News. A Zundapp Tech article is on its way.

Rickman thanks

In your article "Build Me The Trickiest 250 Around" you mentioned replacement of the stock Rickman gas tank with an aluminum model manufactured by Alex Steel. I would like to purchase one of the tanks for my 1974 125 Rickman. You failed to mention an address where interested parties might write for purchase info. How about some help?

Guenther Muehler
New Jersey

These tanks are built by Alex Steel Products, 22106 South Vermont Ave., Torrance, Calif. 90502. Phone 213/320-1444. Tanks cost \$95.00 each.

CR beans for the MT Honda

As you know Honda now produces a 2-stroke enduro machine, the MT 250. Basically it's a sound bike except for neither sufficient torque nor an adequate wide power band. I have ridden this model with a complete CR 250 top end and it really got the job done. Is there anyway I can approach CR power by porting the MT cylinder? I would appreciate any specifications you may have concerning this model.

Also, what kind of tool do you recommend for porting? What is its cost and where is it available?

Bill Erickson
Escondido, Calif.

Bill, you're right, the MT 250 is a bit on the stony side. Raise your exhaust 2mm (.080), the transfers 1mm (.040) and lower the intake 1mm (.040) Now comes the problem of the too small carb. Shop around and see what you can adapt to it.

I've only built one of these bikes and that one I made into a reed valve bike, but this is the hard way to go. I think the best way out is to buy a CR 250 top end. You will be ahead money wise with a lot less hassel.

We use air driven die grinders and they can be bought at most machinest supply houses. They will cost you anywhere from \$60.00 to \$150.00 depending on what kind you get.

Tyran info

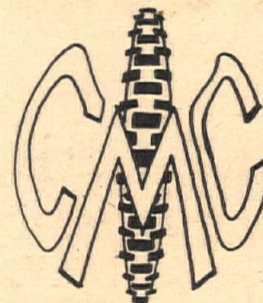
Could you give me some information on the stock Tyran 125 MX, and on the Tyran 125 MX, with E.C. Mods?

Kelly McKeirnan
San Diego, Calif.

Dig out your back issues of Cycle News Jan. 8th, 1974. You say you lost it? No problem, Kelly, ask and you shall receive; it's on its way to you.

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Pomeroy first non-Czech in Czech-dominated Czech 250 GP

By Martin Christie

HOLICE, CZECHOSLOVAKIA, MAY 5

Young Czech Jaroslav Falta pulled out his lead in this year's 250cc Motocross World Championship in the Czech Grand Prix at Holice.

Falta, on the gas-damped, reed valve factory 250 CZ won the second moto, and was leading the first for 11 laps before his ignition packed up.

Falta now has a 15 point lead over Russian Gunnady Moisseiev (KTM) who ran out of luck on the hard, fast, twisty Holice course. Moisseiev finished only the first moto in sixth place, suffering handling problems on the tortuous track, and was way out of the running in the second leg.

Reigning World Champion Hakan Andersson is now in big trouble if he plans to hold onto his crown this year.

During practice on Saturday, he fell off the Yamaha coming down off one of the fast jumps — unable to pull back on the bars because of his still-swollen wrist. While he was still struggling on the ground in the blinding dust, Czech factory rider Miroslav Halm landed on top of him. Andersson was able to walk away, but he immediately decided to pack up and head back to Belgium to seek the services of top motocross doctor Jan der Vanduvén.

Also requiring medical aid that day, Belgian Sylvain Geboers never made the Czech border. He stopped off in Dusseldorf, Germany to see a doctor because of stomach discomfort. Sylvain just wanted some pills to tide him over, but the German doctor immediately rushed him to the hospital with a severe intestinal infection, possibly appendicitis.

After his winning form in Italy, Jim Pomeroy took third in the second moto — a big improvement on his seventh on the first. Jim is still suffering from serious damping problems with the Bultaco, having to throw away a pair of KONIs or Telescos after each race. The new swingarm on the works Bul, with the damping units moved forward, really makes those shocks work. The factory is also having Jim test the Italian Marzocchi forks which feature a unique conical piston controlling the oil damping. Jim tried the Marzochis in practice but they are a bit longer than the standard Betors. So he used the stock Betors he prefers, instead, for the GP.

Top Belgian rider was relative unknown Gaston Rahier, long considered Number Three rider on the 250 Suzuki team. He is gassing it consistently this season. He and Brad exchange hot tips in Belgium.



Despite his collision with Andersson in practice, local boy Halm went on to have best overall performance for the day, with a fifth, and a second in the two heats. The Grand Prix was a benefit for the Czechs all round, urged on through blinding dust by about 35,000 enthusiastic fans.

Falta (CZ) appeared to be walking away with the first moto until his sparks failed at three-quarters distance, but the flag was taken up by Jiri Churavy (CZ) who won that moto over compatriot Antonin Baborovsky — also, strangely enough, on CZ.

Pomeroy was the top placing non-Czech at the Czech 250 GP, ranked fourth overall behind Halm, Falta, and Churavy, with seventh in the first heat and a blistering third in the second. Only Falta, ahead in the dust, and Halm, on his home track, were able to stay ahead of the blue and white Bultaco.

Fastest KTM of the day was that of wild Russian, Pavel Rulev, who ran third in the first leg. But, by the second leg, the Austrian factory's overall threat was ended. He trailed home ninth.

Best Japanese factory rider of the meeting, Torlief Hansen, finally managed to finish a Grand Prix, in fourth place on the Kawasaki. But his luck didn't last in the second heat and he was back spectating again.

Six times 250 World Champion, Joel Robert, didn't like the going at all and retired early in both races. In fact, top Suzuki rider was flamboyant Belgian, Gaston Rahier, with an eighth in each moto.

Just behind him in the first heat was stocky Scot Vic Allan, on the "other" Bultaco. Allan was virtually last away but carved his way through the backmarkers and blinding dust up to ninth.

In the second moto, Allan went to the other extreme — getting away first out of the gate. After a few laps, he found his goggles fogged and pulled them down, but was unable to see the flying Falta get by him outside.

Miroslav Halm was the next man past Allan. Then Jim Pomeroy came up and diced for several laps before eventually zapping the Scot. Pomeroy maintained third to the checkered ahead of Harry Everts (Puc), but couldn't catch the Czechs. The 14 GP points tied Jim for seventh in the title chase.

After mechanical troubles in the first moto, the Puch riders were back in action in the second, with Herbert Schmitz finishing sixth, closely tailed by Montesa's Raymond Boven.

This GP was another impressive runaway for the European bikes, with Gaston Rahier putting the only Japanese bike (his Suzuki RH) in the top ten. In fact, the next oriental machine was the privately-entered Yamaha of Englishman Roger Harvey — a stock YZ, now almost an antique in the day of monoshocks.

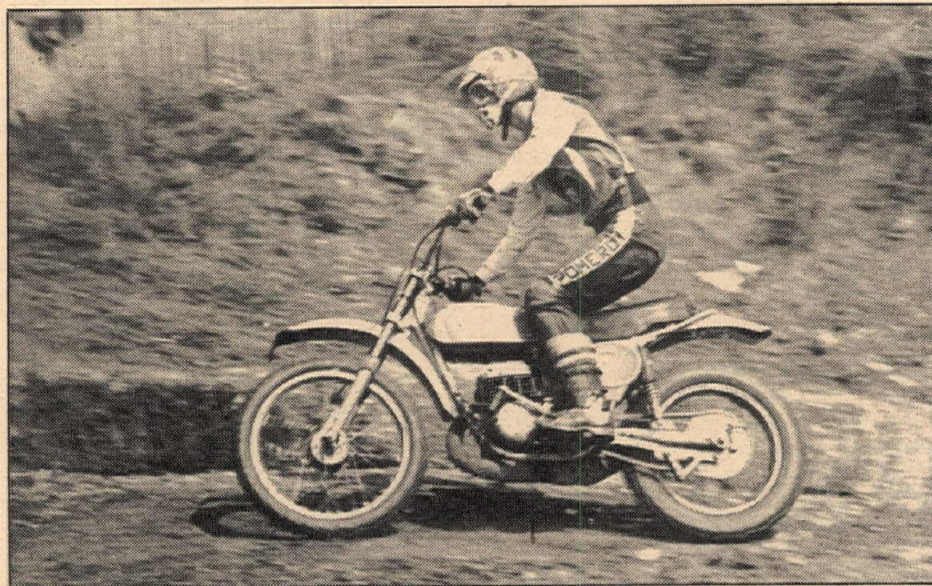
Results

Moto One: 1. Jiri Churavy (CZ) CSSR; 2. Antonin Baborovsky (CZ) CSSR; 3. Pavel Rulev (KTM) USSR; 4. Torlief Hansen (Kaw) Swed; 5. Miroslav Halm (CZ) CSSR; 6. Gunnady Moisseiev (KTM) USSR; 7. Jim Pomeroy (Bul) USA; 8. Gaston Rahier (Suz) Belg; 9. Vic Allan (Bul) UK; 10. Antaoli Ovtchinnikov (CZ), USSR.

Moto Two: 1. Jaroslav Falta (CZ) CSSR; 2. Miroslav Halm (CZ) CSSR; 3. Jim Pomeroy (Bul) USA; 4. Harry Everts (Puc) Belg; 5. Vic Allan (Bul) UK; 6. Herbert Schmitz (Puc) W. Ger; 7. Raymond Boven (Mon) Belg; 8. Gaston Rahier (Suz) Belg; 9. Pavel Rulev (KTM) USSR; 10. Jiri Festa (CZ) CSSR.

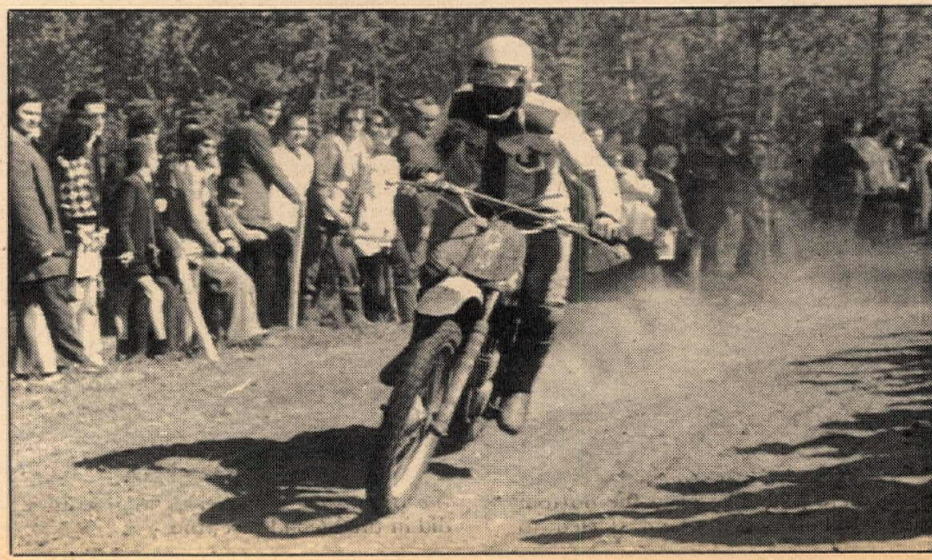


Jaroslav Falta CZ-ed into a commanding lead in the points standings, winning the second moto.



Pride of Yakima, and the USA, Jim Pomeroy continued on form taking a seventh and a third in the Czech round of the 250 World Motorcycle Championship.

This fast Puch 250 carried Belgian factory rider Harry Everts to more GP points.



World Championship Motocross

Mikkola and DeCoster rattle bars in France...while Brad edges into the top 10

By Martin Christie

GAILLEFONTAINE, FRANCE, MAY 5 Finland's incredible Heikki Mikkola hurtled the factory 360 Husqvarna to two more victories in the French 500 Motocross Grand Prix, giving him the maximum 60 points from the two rounds of this year's World Championship series, and making the swashbuckling Scandinavian the most likely early season pick for this year's title.

But he didn't win easily. Reigning Champion Roger DeCoster of Belgium, on a works Suzuki fitted with the stock TM-400 engine, was breathing down his neck to the flag in both motos.

Also making their impact on world class motocross this season, the Russian team was high in the running. The insane riding of 21 year-old Victor Popenko on a factory CZ got him a good third place in the second race to compliment an eighth in the first.

But many of the big names were struggling on the horrifically rough chalk hillside of Gaillefontaine, in the province of Seine Maritime, about 100 kilometers north of Paris.

The Maico team had obvious handling problems.

"In 16 years of motocross," said Adolf Weil, "I have never seen such a circuit." Solid boulders and fast, steep hills took their toll of the damping units, and Weil floundered with a bent front fork in the first race.

The Yamahas didn't look too impressive either, with Jaak van Velthoven seeming to have lost the super-fast form he showed in pre-season international clashes. Ake Jonsson confessed he just wasn't quick enough after the long winter layoff on the continent: The factory team had a few shocks at tech inspection, after van Velthoven's first offering failed to meet the minimum 96 kilos (211 lbs.). After a short, frantic interval, he produced another bike which passed, but nobody quite established which one he eventually rode in the GP.

Officially lightest on the scales was the stock production monoshock Yamaha of Dutchman Peter Willems. It tied on the legal limit with Popenko's immaculate reed-valve, gas-damped CZ.

Heaviest, rather sadly, were the British CCMs of Scot Jimmy Aird and Norman Barrow, at 106 kilos. Barrow, standing in for Baron John Banks (who's down with chicken pox), was the best four-stroke of the day with an 18th and a 19th in the two motos.

Bengt Aberg, after a sensational debut in Austria on the Cheney BSA toured around with him in the first race, but gave up the struggle against collapsing suspension, and packed up before the second heat began.

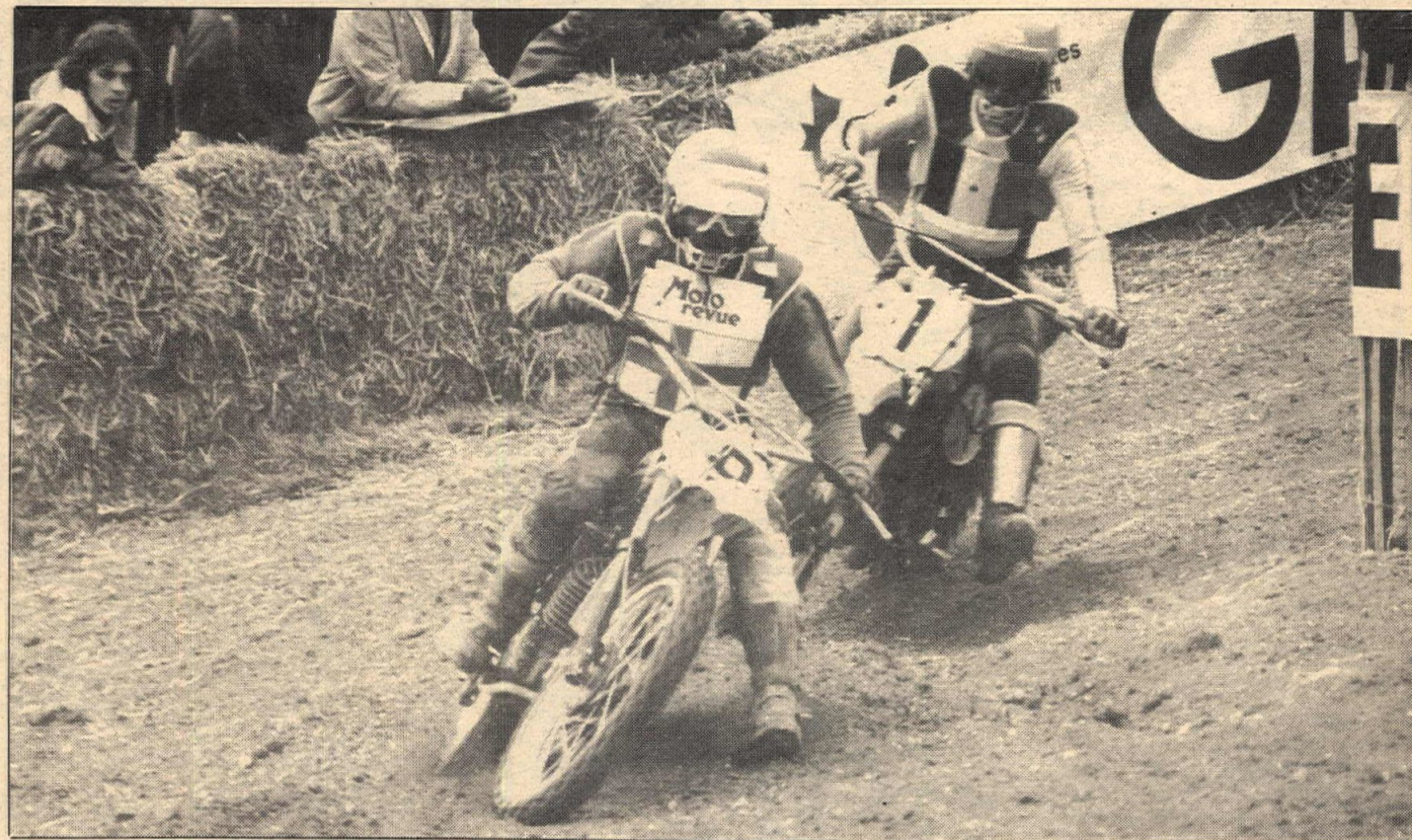
Fastest qualifying time was set by DeCoster, with Mikkola four seconds behind him followed by fellow Husqvarna teammate Arne Kring, and Dutch Suzuki pilot Gerrit Wolsink.

Wolsink, hired by Suzuki this season as DeCoster's back-up man, had a tough time of it but managed to earn his wages by the end of the day. A big rock clouted him square in the nose during practice, and he rode with a big bandage covering up the swelling. After trying out his own bike with the standard rear suspension, he borrowed Roger's spare with Marzocchi front forks and gas-and-oil rear shocks for the Grand Prix, a swap that worked quite well.

Moto one

Arne Kring (Hus) grabbed the advantage in a ragged jump over the gate, and blasted ahead down the long bumpy straight, sweeping the broad lefthander up to a hilltop hairpin.

But before he'd reached the bottom again, Mikkola was by and started to



The two baddest dudes in 500cc motocross went at it this close and this hard in both 45-minute motos of the French Grand Prix. Heikki Mikkola finished that much ahead of Roger DeCoster both times.

pull away while his teammate contented himself with keeping DeCoster at bay. The excitable Swede got a bit too carried away though, and dropped it after three laps, letting Roger through.

Then, on the very next lap, another gift came to the Belgian. Mikkola stalled his engine into one of the tight hairpin turns, and fell, bending his brake lever virtually flat against the handlebar. Though the damage meant his front brake was almost useless, he was up and in pursuit even before Kring had reached him. And so it went, Mikkola edging closer every lap, and the triple World Champion trying everything he knew to keep ahead.

With 30,000 roaring Frenchmen straining at the fences, the two screeched side by side for eight laps, Mikkola darting inside at every turn, with DeCoster closing the door. It was on one of the long spectacular jumps over the hill that the Finn literally leapt into the lead.

Though DeCoster harrassed within a bike's length for the remaining six laps, eating the gritty dust from the Husqvarna's rear wheel, he never quite got in range for another pass.

Just as fierce a battle raged for third, with Kring threatened by wild Czech Otakar Toman (CZ). Toman had carved his way brutally through the pack from eighth place, barging bigger men aside with abandon. He took Kring, just two laps from the end, after the unsuspecting Swede had settled down to a touring pace.

Undeterred, Kring fought back so furiously, he regained third place just a few hundred yards from the flag in a dash so wild he somersaulted past the flag man and took third upside down.

After terrible starts, the Yamahas fought their way up through the pack. Van Velthoven came up from 20th to fifth after some heavy skirmishes in traffic, and Ake Jonsson managed to hold onto seventh.

Victor Popenko had got by all of them at mid-race but after an inevitable tumble, trailed in eighth.

French hope, Serge Bacou — who became a works Maico-supported rider this year after switching from Bultaco — was well up early on, but tiredness and the pace got the better of him, as they did in the second race, too.

Moto two

Cursing himself for his ninth in the first race, Wolsink promised to do a bit better in the second, and he did, taking the lead from the gate. He held it for three laps, chased by Bauer, before the flying Finn came by both of them. Wolsink tired and slipped back.

DeCoster followed in Mikkola's wake, keeping pace. But the big shock was Popenko. He shot into third, not so much brushing the straw bales as trying to knock them over. Doing everything the way it shouldn't be done, even in the movies, Popenko miraculously appeared every lap — though each desperate, wild tour promised to be the last. Defying the laws of gravity and chance, he stayed on — somehow! DeCoster held him off, but the young Russian fought back grimly, and the two tangled elbow to elbow at every turn.

When they did touch, good and solid, Popenko came out worse, with a healthy boot from Roger to help him on his way. The Russian remounted, straightened his bars, and carried on, still third, despite a cracked exhaust pipe which eventually shattered, losing the whole silence on the last lap. He crossed the line with the CZ sounding like a diesel truck.

Meanwhile, up front, the serious business of sorting out this year's 500 World Champion carried on — like a replay of the first race. Like a game of cat and mouse, DeCoster roared up to the Husqvarna's exhaust pipe, Mikkola parried him off. And though, at times, the Suzuki's front wheel must have trimmed the knobby on Mikkola's rear, the dynamic Finn held a bike's length on Roger at the flag.

Wolsink, though tired, clung to his fourth, and then followed a procession with Willi Bauer (Mai) and van Velthoven dueling at an almost gentlemanly pace. The Yamaha came out better at the finish. Adolf Weil followed his teammate home for sixth.

Arne Kring, having tired himself out with his first race charge, could never quite get to grips with the leaders again. He did please himself by winning some early battles with Bacou and Belgian Jean-Paul Mingels on the factory 360cc Bultaco. Ake Jonsson retired miserably at half distance with a flat rear tire. But

probably having most to be pleased with, despite the terrible state of the track, was ever-cheerful Brad Lackey. Riding in Europe "just for the experience," and now living temporarily in Belgium, Brad brought the factory Husky home in ninth place after a tenth in the first race, putting himself in the game — winning some World Championship points.

Results

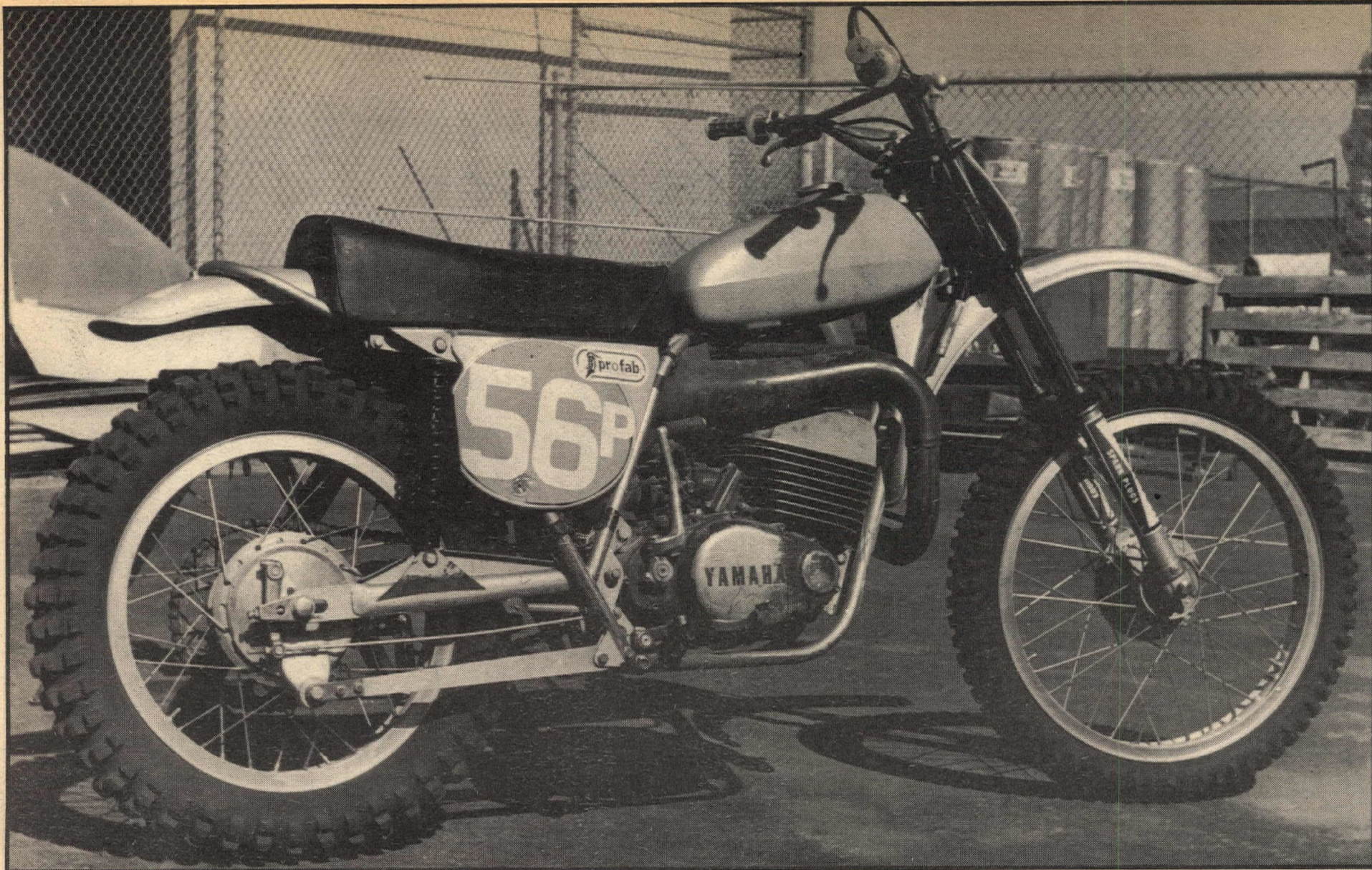
MOTO 1: 1. Heikki Mikkola (Hus) Fin. 2. Roger DeCoster (Suz) Belg. 3. Arne Kring (Hus) Swed. 4. Otakar Toman (CZ) CSSR. 5. Jaak van Velthoven (Yam) Belg. 6. Willi Bauer (Mai) W. Ger. 7. Ake Jonsson (Yam) Swed. 8. Victor Popenko (CZ) USSR. 9. Gerrit Wolsink (Suz) Neth. 10. Brad Lackey (Hus) USA.

MOTO 2: 1. Heikki Mikkola (Hus) Fin. 2. Roger DeCoster (Suz) Belg. 3. Victor Popenko (CZ) USSR. 4. Gerrit Wolsink (Suz) Neth. 5. Jaak van Velthoven (Yam) Belg. 6. Willi Bauer (Mai) W. Ger. 7. Adolf Weil (Mai) W. Ger. 8. Arne Kring (Hus) Swed. 9. Brad Lackey (Hus) USA. 10. Anatoli Botchkov (CZ) USSR.

WORLD CHAMPIONSHIP STANDINGS AFTER FRENCH GP (4 races): 1. Heikki Mikkola 60 pts. 2. Willi Bauer 30. 3. Adolf Weil 28. 4. Roger DeCoster 26. 5. Arne Kring 21. 6. Gerrit Wolsink 19. 7. Bengt Aberg 16. 8. Otakar Toman 16. 9. Ake Jonsson 15. 10. Jaak van Velthoven 13. 11. Victor Popenko 13. 12. Brad Lackey and Arne Lindfors 3.

Latest Russian berserker Viktor Popenko bounced his CZ off the straw bales to hold off DeCoster but was way off line for the next corner and Roger zapped him.





Frame your Yamaha

By Tosh Konya

We expect the best from motorcycle manufacturers and surprisingly several have come extremely close to filling our

highest hopes. Last year the Honda Elsinore was looked upon with awe and envy as the lightest, best-handling MX machine available to the general public. Other manufacturers were quick to pick up the challenge, which resulted in such offerings as the YZ, Yamaha, Mag Husky, and Montesa VR.

All of these fantastic machines perform on a level far above the average,

Underview shows how C-section engine bracket, frame tubes begin to tie in. Object is to get neat box-section rigidity in swingarm area.



"peasant model" production bike, but at a very dear price. After laying out bigger bucks for purchase, you can look forward to much maintenance, replacement, and more maintenance. Works model production rocketships were designed for the professional rider who doesn't mind putting money into his bike every week, as it is a source of income.

We who only race for fun look upon these exotic bikes with some envy. We would love to own a rocket bike but the costs of running such a machine would quickly run us into the poorhouse. Besides the light weight, all of these bikes have fiery powerplants that require constant care. Our engines are dependable, strong enough, and the parts are cheap, so we love them for those reasons.

Unfortunately for the weight-conscious, the requirements of mass marketing dictate that the dependable frame be made quickly and of a relatively inexpensive steel. Most riders accept the fact that their bike frame is made of "water pipe" and ride happily ever after. But a few of you out here in motoland do care so we seek elsewhere for a frame that makes our "just average" bike closer to excellent.

One particular frame builder is ProFab. Like most accessory frames, theirs is made of SAE 4130 chrome-moly steel and the welding quality and detailing make your stock frame look like the first project of a high school welding class. The best part of this frame, unlike most others, is that it will accept all the stock Yamaha MXer parts except the shocks.

Before going on I'd like to clarify that "all." Because this frame was designed from scratch for serious racing a few things have been eliminated. There is no kickstand or autolube tank brackets, nor mounting tabs for the stock skidplate. If you really think you need any of these items, it will take a little time and ingenuity to put them on.

The reason you need new shocks is that the mounts have been moved forward in the current midshock fashion and are designed to use 11.9-inch, Husky length dampeners. Slight trimming is required to fit the side number plates and two new holes need to be drilled in the stock air box.

The vital dimensions are: 55½" to 56" wheelbase, fork angle 31 degrees, and weight with a stock Yamaha 250MX ('73 or '74) is approximately 213 lbs. dry. The engine appears to be farther forward and slightly higher than a stock Yamaha. The shocks have been moved forward four inches and this results in 6" to 6½" of rear wheel travel depending on the shocks used. An aluminum brake torque arm with an improved location helps to minimize the hippety-hop when braking downhill.

Several design features save weight and add strength and longevity. The swingarm pivot and all four rear engine mounting tabs are now tied together in a large c-channel section of the ProFab frame. This construction makes the frame, engine, and swingarm pivot one rigid unit. A stocker has separate mounting points for the engine and the swingarm, where some flexing may occur. The swingarm rides on a needle-bearing setup compared to the plastic bushings on a stocker. The tubing used is of several different diameters and wall thicknesses for optimum strength with minimum weight. A close look at a stocker reveals a welder's nightmare of large tubes slipped over smaller ones.

The much-needed weight reduction does wonders for the once homely, yet fear-inspiring Yamaha MXer. Now that you have shocks that work, the forks feel much better, plus removing all that

excess lard doesn't hurt! With the engine moved forward the front wheel washout of the past is gone.

As you've read in many other places, the increased rear wheel travel does wonders for your comfort and stability in rough sections, for example whoop-de-doo's. At first it feels kind of mushy but you quickly acclimate yourself and grab for more throttle and a higher gear with new confidence. The rear wheel travel is on the conservative side, compared to others performing this modification, but I think for the time being this is an asset, for shock life (as far as I can tell) is still close to normal. Until a drastic improvement is made in rear dampers, it isn't wise to go for too much travel, unless you own a shock absorber factory. With the weight reduction, the Yamaha MXer is on par with an Elsinore but will require very minor porting to catch the swift and fragile YZs.

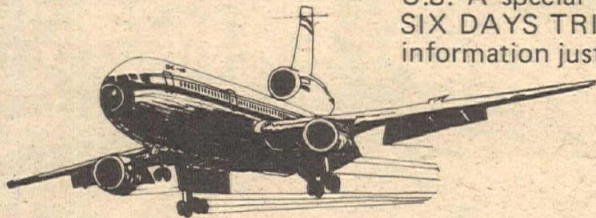
For those heavily into motocross but allergic to an expensive and parts-hungry mount, this may be the way. The Yamaha MXer is one of the cheapest racing bikes available, plus anyone can swing a good deal on one by shopping around. The additional cost of the frame and shocks would put your skoot on par with a new Husky or CZ, for less than a Radial Maico or YZ.

The price is relatively inexpensive compared to other frames, plus you don't need to buy all that extra stuff like a new gas tank, seat, still air box, side covers, etc. These are the things that run the price of accessory frames sky high!

The ProFab Yamaha kit (fits '73 & '74 250 to 500 MXers) runs \$425. This is for a frame, swingarm, brake torque arm, all necessary nuts and bolts, plus some helpful instructions for those of us with less than normal technical IQ. Add \$50 to \$75 for a set of shock absorbers, springs and you end up with a fairly trick frame/suspension package. The ProFab Yamaha kit is distributed by Bob Maynard's "Orange County Cycle", 13666 Harbor Blvd., Garden Grove, California 92640, phone (714) 530-7340.

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Talladega Road Race

Talladega, Alabama
September 1st, 1974

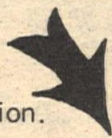
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Arrive Ancona	Sept. 8th	Sept. 4th	Sept. 5th
(Camerino)			
Depart Frankfurt	Sept. 21st	Sept. 16th	Sept. 19th
Arrive	Sept. 21st	Sept. 16th	Sept. 19th

Prices Include: Round trip air fare to and from Frankfurt from the cities indicated above; round-trip rail transportation from Frankfurt to Ancona, Italy (Camerino); transfers between Frankfurt Airport and Frankfurt railroad station. Prices are based upon Travel Group Charter rates filed with the United States Civil Aeronautics Board (C.A.B.) and flights are operated strictly within the rules and regulations governing Travel Group Charters as stipulated by the C.A.B. Prospective passengers will be required to sign the special Passenger Protection Contract prior to being accepted for inclusion in any of the flights offered.

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Ontario, California
October 6th, 1974

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RESULTS

Moreno Vly. MC MX De Anza Cycle Pk. Sunnymead, Calif. May 5, 1974

by Gus

250 EX	
Morgan Malocco	Hus
Leon Baird	CZ
Don Bazemore	Hon
250 INT	
Kinny Jones	Hus
Steve Kirkland	CZ
Michael Allen	Kaw
250 BEG	
Dave Diable	Yam
Jeff Selby	Yam
Dennis Asbury	Hon
OPEN BEG	
Joe Mays	Hus
Keith Petrangelo	BSA
Jim Duffy	Mai
250 JR	
Richard Akre	YZ
Jeff Feinberg	YZ
Mike LeClair	YZ
OPEN JR	
Darrell Allen	Yam
Skip Gallagher	Kaw
Tom O'Camb	Suz
250 INT	
Tom Burt	Hon
Ed Steffen	YZ
250 JR	
Jay Stranger	Hon
Jim Lowe	Hon
Ray McNeil	Hon
250 BEG	
Brian Eatherly	Hon
Russ Barnett	Suz
Bart Hitt	Suz
175 BEG	
Ed Regeh	Yam
100 EX	
Brian Myerscough	—
Robert Russell	Yam
100 BEG	
Jim Walthall	Kaw
Al St. George	Yam
Mike Tessendorf	Kaw
125 PP	
Terri Bender	Hon
Gayle Duhe	Yam
Sandy Jamerson	Hon
MINI EX	
Ernie Townsend	Hon
MINI JR	
Chris Bridges	Hon
MINI BEG	
Larry Stranger	Hon
Mark Williams	Hon
Scott Sims	Yam

Motocross Escape Country Trabuco Cyn., Calif. May 12, 1974

MINI NOV	
Dave Chandler	Yam
SUPER MINI 1st DAY	
Dave Schell	Hon
SUPER MINI BEG	
Joe Halagan	Hon
SUPER MINI NOV	
Mark Leos	Hon
SUPER MINI INT	
Greg Toyama	Yam
100 1st DAY	
Mike Ebihara	Yam
100 BEG	
Dick Anderson	Yam
Rick Lopez	Yam
100 NOV	
Mike Kennedy	Yam
100 EX	
Steve Blanks	Hod
125 1st DAY	
Dino Provenghi	Yam
125 BEG	
Ben Weisweaver	Suz
Steven Olivares	Beg
Tom Cometa	Hon
125 NOV B	
Mike Oneal	Suz
Alan Parks	YZ
Paul Kaitz	Hon
125 INT	
Mike Lyons	Hon
125 EX	
Greg Blazek	Suz
Joe Rummy	Hon
175 NOV	
Mike Williams	Kaw
250 1st DAY	
Bill Goebel	Hon
Rod McLaughlin	YZ
250 BEG	
Greg Healey	Hus
Scott Jensen	CZ
Frank Nenstiel	Yam
250 NOV	
Steve Olson	CZ
Jim Lee	Oss
Robert Michael	YZ
250 INT	
Ken Taylor	Mai
Tom Conrad	Mai
250 EX	
Ray Lopez	Bul
Dave Reinhardt	Hon
OPEN BEG	
Steve Cullinan	CZ
OPEN NOV	
Guy Austin	Mai

Jeff Koble Jim Davis OPEN INT Alan Olson OPEN EX Mike Brown Melvin Edwards

R.A.C.E. MX Corona Rcw. Corona, Calif. May 9, 1974

by Tom Blattler

MINI	
John Gless	Hon
Russ Elide	Ste
John Rogers	Hon
100 BEG	
Ned Smith	Pen
Bill Franks	Hod
Chris Warrick	Yam
100 JR	
Stirling Christiansen	Yam
Cy Franke	Hod
Dave Collins	Pen
125 BEG	
Nick Barrick	Pen
Paul Hernandez	Hon
Dan Smith	Pen
125 JR	
Lee Elide	Hon
Robert Weaver	Suz
Scott Novotny	Suz
125 SR	
Bryan Breker	Hon
Steve Bauer	Hon
125 INT	
Robert Fudge	Hon
Richie Collins	Pen
Jim Cupp	Hon
250 BEG	
Sam Davis	Yam
Jim Bollinmo	Mon
Ron Wormsbecker	Mon
250 JR	
Pat Hawley	Bul
Chris Clark	Bul
Tom Odem	Bul
250 INT	
Kelly Callaway	YZ
Reggie Ragsdale	CZ
250 SR	
Rex Staten	Hon
Bruce Baron	Yam
Mike Gillman	Yam
500 JR	
Scott Cavness	Bul
Dave Peterson	Pen
Russ Breitmaier	Yam

Flat Track Benton Lane Pk. Junction City, Ore. May 5, 1974

by Shirley Campbell

MINI BEG	
Alan Stringer	Hon
Dave Harless	Hon
Brian Loesch	Hon
MINI MOD	
Tommy McCullough	Yam
Scott Miller	Hon
Loren Erickson	Hon
100	
Tommy McCullough	Yam
Dick Wooton	Yam
Chet Davis	Yam
125	
Gary Davis	Hon
Wayne Loesch	Yam
Charles Andrews	Hon
200	
Steve Sweet	Bul
Gary Davis	Bul
Eddy Duncan	Puc
250	
Rob Muzzy	Bul
Rick Oliver	Bul
Lester Huey	Suz
OPEN	
Brad Hurst	CZ
Mark Williams	Kaw
Delbert Spinney	Bul

Short Track Petaluma, Calif. May 11, 1974

by James Brammer

100 NOV	
Lionel Rocha	Yam
Diana Williams	Yam
Kirk Buttke	Yam
125 NOV	
Jim Mertens	Yam
Kevin Grayson	Bul
125 JR	
Mike Delacy	Nog
Mike Riddell	Bul
Rick Shafer	Suz
200 NOV	
Ed Perry	Bul
Ron Shafer	Sux
250 NOV	
Bob Brattin	Yam
Donald Bailey	Yam
Howard Moore	Bul
250 JR	
Brad Kotsaris	Yam
Ralph Cox	Kaw
Bill Norton	Yam

250 EX Larry Drew Dave Faria Wade Boyd 360 NOV Brian Stedman Jim Dunnaway Bill Sleptn 360 JR Kenneth Peschel Jim Neuenburg Rusty Davis 360 EX Larry Drew Thomas Fleming Lee Dolcini

CMC MX Carlsbad, Calif. May 12, 1974

by Alan Shepard

100 JR	
Peter Wanket	Yam
Corki Moore	Yam
Doug Boyd	Yam
125 JR DIV I	
Terry Turner	Hon
Brad Sherrill	Hon
Mark Harrington	Hon
125 JR DIV II	
David Maas	Hon
Mark Lohrbach	Hon
Kipp Kommerstad	Hon
250 JR DIV I	
Mark Storr	CZ
Robert McBroom	CZ
John Owen	Mai
250 JR DIV II	
Gary Hoffman	CZ
Dan Hoffman	CZ
Ryan Helzer	Yam
500 JR	
Scott Cavness	Bul
Steve Fry	Hus
Lynn Vick	CZ
125 INT	
Steven Potts	Hon
Robert Marino	Hon
Jerry Taylor	Hon
250 INT	
Skip Keeley	Mai
Kevin Rodgers	Mon
Andy Rhubottom	Oss
500 INT	
Jim Hawkins	Yam
Lynn LeSage	Mai
Bob Haislett	Hus
125 PRO	
David Williams	Pen
Bob Stem	Hon
Bob Maxwell	Yam
250 PRO	
Tommy Croft	Fra
Ray Topham	Mai
Rick Bean	Bul
500 PRO	
Marty Trips	Hus
Gary Harris	Hus
Bill Booth	Kaw

Hillclimb DeAnza Park Sunnymead, Calif. May 12, 1974

by Ann Powell

MINI	
Chris Bridges	Hon
Mickey Dymond	Yam
100	
Brian Collier	Yam
Al St. George	Yam
125	
Tom Turner	Hon
175	
Brent Coffey	Yam
Carl Collier	Yam
250 STOCK	
Craig Mock	Hon
Gary Peterson	Hon
Gary Peterson	Yam
250 MOD	
Doug Hall	Bul
Don Wood	Yam
360 STOCK	
Mike McDanel	Yam
Bill Estes	Hus
360 MOD	
Doug Hall	Bul
Craig Mock	Yam
400 STOCK	
Kerry PetersorMai	Yam
400 MOD	
Kerry Peterson	Mai
Neal Mackel	Hus
460 STOCK	
Chuck Peterson	Mai
Sal Pena	Mai
450 MOD	
Craig Mock	Yam
Chuck Peterson	Mai
500 STOCK	
Ron Thompson	Yam
Carl Collier	Yam
500 MOD	
Ron Thompson	Yam
Carl Collier	Yam
650 STOCK	
Chuck Jey	Tri
650 MOD	
Ron Saffel	Tri
750-OPEN	
Neal Mackel	Tri
TOP ELIMINATOR	
Neal Mackel	Tri

Motocross Escape Country Trabuco Cyn., Calif. May 11, 1974

MINI 1st DAY

Tim Graves	Yam
SUPER MINI 1st DAY	
Steve Lyon	Hon
Victor DesPrez	Hon
SUPER MINI BEG	
Brad Schwan	Hon
SUPER MINI NOV	
Mike Laenger	Hon
SUPER MINI EX	
Chris Cayo	Hon
100 1st DAY	
Ken Drynan	Yam
100 BEG	
Kurt Lustbaum	Hod
100 NOV	
Mark Lynch	Hod
100 INT	
Brad Roberts	Bar
100 EX	
Gregg Toyama	Bar
125 1st DAY	
Daniel McKinley	Suz
Rod Purves	DKW
125 BEG	
Sal Silva	Suz
Dave Paulsen	Hon
Herky Stapleton	Hon
125 NOV	
Marty Morris	Bul
Don Ingels	Hon
125 INT	
Carney Briggs	Hon
175 BEG	
Mark Cole	Pen
175 NOV	
Bart Weyand	Puc
250 1st DAY	
Harold Worthington	Bul
250 BEG	
Wayne Clark	Hon
Jim Kunkle	Hon
250 NOV	
Matt Robinson	Hon
Don Ivey	Hus
Johnny Barr	Suz
250 INT	
Jim Snyder	Hon
OPEN NOV	
Don Spangler	Hus
OPEN INT	
Tim Turner	CZ
OPEN EX	
Bill Levassier	Suz

High School MX Walnut, South Hills, Los Altos OCIR

Irvine, Calif. May 9, 1974

by Tom Corley

0-100 BEG	
Danny Summers	Yam
Doug Heil	Hon
Larry Anderson	Yam
0-100 JR	
Steve Shook	Hod
David Lukens	Hod
Kirk Waymire	Hod
0-100 EX	
Rob Zamora	Yam
101-125 BEG DIV I	
Mark Pittillo	Hon
Jody Hatzfeld	Suz
Dan Johnson	Yam
101-125 BEG DIV II	
Chris Haislett	Hon
Chris Vian	Hon
Dan McNeilly	Hon
125 OPEN BEG	
Doug Ashley	Yam
Jeff Stevens	CZ
Bob Hewitt	Mai
125 OPEN JR	
Brad Bielec	CZ
Clint Stroschein	Hus
John D'Abusco	Hon
125 OPEN EX	
Dan Brysen	YZ
Ted Scruggs	Mai
Raymond Wong	Hon
101-125 JR	
Mitch Maxwell	Hon
Kent Kothringer	Ric
Scott Pittillo	Hon
101-125 EX	
Dave Eropkin	Hon
Gregg Harman	Yam

SRA Speedway OCIR

Irvine, Calif. May 8, 1974

by Tom Corley

HANDICAP MAIN	
Bobby Ross	Bul
Bobby Hill	Bul
Ralph Castor	Bul
SCRATCH	
Bob Ross	Bul
Dave Sims	Bul
Mike Muntean	Bul

Owyhee M.C. Hillclimb Boise, Idaho May 5, 1974

by Lenore Richardson

45 NOV	
Allen Pettit	Hon
Elwood Ryland	Mon
Fred Etter	Yam
45 EX	
Don Swanson	Bul
Lydian Ascenzi	Bul
Barry Colbie	Bul
80 NOV	
Bob Norman	Yam
Jim Dexter	Hon
Allen Pettit	Hon
80 EX	
Don Swanson	Yam
Chuck Hodson	Yam
Barry Kole	Yam

S.A.M. MX Saddleback Park Irvine, Calif. May 11, 1974

by Tom Corley

MINI	
David Cote	Hon
Mike Jenkins	Yam
100 BEG	
Roger Edberg	Yam
Mike Richmond	Yam
Mike Jones	Yam
100 NOV	
Tom Duda	Yam
Mike Mosby	Yam
100 JR	
Dale Walter	DKW
125 BEG	
Brad Bregoff	Hon
Tom Wagner	Hon
Jim Smith	Hon
125 NOV	
David Gomez	Hon
Dave Hanson	Suz
Martin Luna	Yam
125 JR	
Steve Rlyan	Mnk
Robert Gerbasi	Yam
John Getz	Yam
125 INT	
Jeff Osborn	Hon
Bill Noble	Pen
Don Bridges	Yam
250 BEG	
Greg Kammerman	Yam
Tony Olivas	Mai
Brian Crage	Hon
250 NOV	
Don Hansen	Mai
Steve Montague	CZ
Scott Scott	Hon
250 JR	
Luc DeLey	CZ
Homer Hanna	Hon
Keith Dysert	Hus
250 INT	
Tom Lamar	Hus
Ron Thompson	Hus
Gary Bang	Hus
250 EX	
Tommy Croft	Fra
Alan Kent	Bul
Frank Rowe	Yam
500 BEG	
Jeff Tait	Suz
Dennis Keaton	Mai
Gordon Watson	Yam
500 NOV	
Rex Schimmer	Hus
Frank Ahlvers	Suz
500 JR	
Cameron Hauser	Bul
Steve Davis	Mai
500 INT	
George Wegner	CZ
Paul Mahke	Hus
500 EX	
Mike Yorba	Mai

NMA Motocross Valencia, Calif. May 10, 1974

PEE WEE NOV	
A. King	Ind
M. McCoy	Ind
PEE WEE EX	
M. Koemans	Ind
0-61 MOD	
EX 9-11	
M. Whiting	Yam
0-61 MOD	
NOV 9-11	
B. Nelson	Yam
JR MINICYCLE	
6-8	
M. Koemans	Hon
JR MINI 9-11	
S. Walsh	Ind
0-81 MOD	
NOV 9-11	
S. Wilder	Hon
G. Licon	Hon
0-81 MOD	
EX 9-11	
E. Fuller	Hon
K. Allman	Yam
A. Whiting	Yam
0-81 MOD	
EX 12 & OVER	

K. Sturgeon	Hon
0-81 MOD	
NOV 12 & OVER	
R. Healey	Hon
K. Kilpatrick	Yam
POWDER PUFF	
S. Weicberg	Hon
S. Viens	Yam
M. Gonzalez	Yam
0-61 STOCK	
NOV 9-11	
B. Nelson	Yam
0-81 STOCK	
NOV 9-11	
G. Hamilton	Hon
P. Hames	Hon
0-81 STOCK	
NOV 9-11	
E. Torkko	Hon
M. Tomaselli	Hon
0-81 STOCK	
EX 12 & OVER	
S. Randal	Hon
0-81 STOCK	
NOV 12 & OVER	
C. Clark	Hon
C. Holmes	Hon
MOD TROPHY DASH	
Kirk Sturgeon	Hon
STOCK TROPHY	
Steve Randal	Hon

ROUTE CHECK

San Diego to Van Nuys

Car pool to Burak Tuning School. Five consecutive Saturday beginning May 11. Class starts at 9 a.m. Please write, include your phone number to: Ted Ojarovsky, Box 391, Solana Beach, California 92075. (13/4x)

Lakewood To All District 37

desert races. Can take 3 riders and 3 bikes in super van. Split gas expense. Usually leave early and return early. I don't break down. Greg (213) 866-8604. (11/4x)

Huntington Beach — Saddleback

125 Elsinore rider needs ride to Saddleback. Vacation time — but no ride. Share gas and beer expenses. Vacation May 20-31. Anytime (714) 842-0296. (17/4x) Jim

Going to Trans-AMA Motocross

No. Hollywood to Livermore on 5-5-74 and Santa Maria on 4-14-74. Phoenix on 3-24-74. I have a van & can hold 2 other bikes. Split gas 3 ways. Call Michael at (213) 769-7753 or (213) 769-7760. (11/4x)

Canoga Park to Perris Rcw.

I need a ride to the Dirt Digger's "Dinosaur Run" on May 5. Will split gas. Van, truck, or trailer is fine with me and my BSA Thumper. Dave (213) 348-9679. (14/4x)

Seal Beach — North Long Beach

Nothing beats bench racing in the dark — especially on the way to work. About 8-4 on school days. Betcha' I've crashed and burnt more on my Elsinore than you have. (213) 598-5686 Chuck. (10/3x)

Long Beach to Los Angeles

Mon. thru Friday. Leave my place at 7 a.m., go back around San Diego & 405 fwys. to Santa Monica & Harbor fwys. LA Trade-Tech College. Kevin (213) 431-6996. (11/2x)

S.F. Valley to Enduros

I have a super van, a 250 Husky, and I ride lots of enduros. I'm looking for people to share a riding number, a ride, or gas. I ride an occasional G.P. and desert race too... for fun. John (213) 880-5011. (11/2x)

From Orange County Area

Have room for 1 bike and rider, from the Orange County area, to the Mojave twice a month. Desert race and/or cow-trail. Leave Friday or Saturday and return Sunday evening. Split expenses. Female preferred but not mandatory. Ha. Call Bill (714) 559-3968 days. (11/2x)

From Torrance to ?

Broke my wheels, need ride to MX races on Sundays. AME, CMC, District 37 or anything. Have 250 CZ, age 19. James (213) 323-4576. (20/3x)

L.A. to ?

Bul rider needs rides to the Dunes, Saddleback, etc. . . Will split gas, every Sunday. Paul (213) 652-1425. (20/3x)

Cypress to Saddleback or ?

I ride a 250 Suzuki and have a truck. On Sunday I'm game for any place to ride. Just give me a call at: (714) 828-1288, Jerrel. (11/2x)

Fresno to Wherever?

Just moved to Fresno from L.A. Raced District 37 desert, interested in scrambles or family trail riding (mostly scrambles). Call Jim (209) 226-4989. (17/4x)

Glendale to Local MX Races

Super Rat rider needs ride to Indian Dunes, Saddleback, Orange County, etc. . . every Sunday. You name it. Dave (213) 244-0278. (12/2x)

Route Check is a free service
for readers of Cycle News.

CMC Short Track

Chico, Calif.

May 11, 1974

by Rex Backman

100 NOV	
Ken Gray	Hon
Gary Coopridge	Hod
Tom Green	Yam
200 NOV	
Bruce Koistinen	Bul
Bruce McMorrow	Bul
Darrel Van Natta	Tri
250 NOV	
Matt Jackson	Bul
Dave Nakao	Bul
John Alves	Bul
250 JR	
John Gardiner	Yam
Bob Grant	Yam
Bob Renovich	Bul
250 EX	
SCRATCH MAIN	
Dan Peterson	Tri
John Grant	Yam
Dana Penebaker	Kaw
360 EX	
SCRATCH MAIN	
Lowell Moural	Yam
Dick Turner	Yam
Steve Dietz	Bul
200 HANDICAP	
Bruce McMorrow	Bul
Cliff Hylton	Yam
Bruce Koistinen	Bul
250 HANDICAP	
Matt Jackson	Bul
Doug Swope	Kaw
Bob Grant	Yam
360 HANDICAP	
Del Silva	Yam
John Grant	Yam
Lowell Moural	Yam

Motocross

Moreno Vly. M.C.

DeAnza Pk.

Sunnymead, Calif.

May 12, 1974

by Gus

MINI BEG	
Joe Nist	Hon
MINI JR	
Paul Ballow	Hon
100 BEG	
Tom Taliani	Yam
Don Gallagher	Yam
Steve Hackthorne	Hod
100 JR	
Pat Longfellow	Yam
125 PP	
Terri Bender	Hon
Marilyn Ward	Suz
175 PP	
Mary Deaton	Bul
125 BEG	
Brian Eatherly	Hon
Craig Brumett	Hon
Bill Peltz	Hon
125 JR	
Chris Fortier	Hon
Jim Lowe	Hon
Corky Boyer	Hon
250 JR	
Herb Carbaugh	Hon
Sam Hill	Hon
Randy Lingberg	Oss
OPEN JR	
Keith Long	Hus
David Kruse	CZ
Richard Bragg	CZ
250 INT	
Ron Hamada	CZ
Kinney Jones	Hus
250 SR/EX	
Don Bazemore	Hon
Chuck Pettigrew	Cop
John Rogers	Suz
OPEN INT	
Calvin Weber	Mai
OPEN SR/EX	
Alvin Blain	Kaw
Michael Jackson	Hus
125 SR/EX	
Tom Parker	Pen
Jim Beck	Mon
175 BEG	
Jim McGowan	Suz
Rod Moruzzi	Suz
Dan Myers	Yam
250 BEG	
David Haisewick	Hon
Vance Haisewick	CZ
Craig Brown	Yam
OPEN BEG	
Russ Breitmaier	Yam
Bruno Freund	Yam
Dan Moon	Yam

Fiat Track

& Half-Mile

Corona, Calif.

May 8, 1974

FLAT TRACK

MINI PEE WEE

Adam Oller	Hon
Jim Flanagan	Hon
Bobby Root	Hon
MINI STOCK	
Van Agins	Ind
Darren Kerr	Ind
Gene Jenkins	Ind
MINI MOD	
Pat Richmond	Hon
Jim Privett	Hon
David Detemple	Hon
100-125 NOV	
Dave Kerr	Yam
Phillip Popp	Yam
100 AM/EX	
Tim Dowd	Kaw
Greg Scroggins	Kaw
Mark Scroggins	Kaw
125 AM/EX	
Mike Tidwell	Yam
Gordie Kidd	Yam
Gary Staddan	Yam
250 NOV	
Steve Bankston	Bul
Brian Webb	Yam
Greg Zehner	—
250 AM	
Jim Wood	—
Kelly Morriston	Bul
Brian Haycock	Mon
250 EX	
Bruce Reynolds	Bul
Mike Tidwell	YZ
Steve Fortune	Yam
OPEN NOV/EX	
Dick Lewis	Tri
Bill Carpenter	Yam
HALF-MILE	
100-125 NOV	
Dave Waple	Kaw
Tony Popp	Yam
Phillip Popp	Yam
100-125 AM/EX	
Mike Tidwell	YZ

Gordie Kidd	Yam
Gary Staddan	YZ
250 NOV	
Brian Webb	Yam
Ken Renner	Yam
Greg Zehner	—
250 AM	
Brian Haycock	Yam
Kelly Morriston	Bul
John Newquist	Mon
250 EX	
Jim Wright	Yam
Mike Tidwell	YZ
Al Glover	Yam
OPEN NOV/EX	
Dick Lewis	Tri
Brad Holt	Yam
Bill Carpenter	Yam

Firebirds

Hare Scrambles

Jericho, Utah

May 5, 1974

by Terry Newfarmer

OPEN EX	
Preston Gerber	Bul
Cotton Guio	Hus
Cal Crosby	Bul
250 EX	
Dave Blaylock	Bul
Jim Hixon	Yam
Wayne Spencer	Hon
200 EX	
John Harrelson	Bul
Mike Watters	Bul
Dave Wayment	Yam
125 EX	
Brad Wilson	Suz
Kay Walker	Hus
James Tatum	Yam
100 EX	
Bill Terry	Hod
OPEN AM	
Steven Vaughn	Hus
Ed Cabell	Bul
250 AM	
John Maughan	Oss
Layman Losee	Yam
200 AM	
Bruce Jones	Pen
125 AM	
Jim England	Hon
Mike Jones	Hon
OPEN NOV	
Peck Maxedon	—
250 NOV	
Candon Guio	Hus
200 NOV	
Jeff Anderson	Yam
125 NOV	
Scott Stathan	—
100 NOV	
Dan Thaker	—

Pioneer Arena

Scrambles

Oakdale, Calif.

May 5, 1974

by W.H. Spencer

OPEN JR/EX	
Duane Bowling	Mai
OPEN NOV	
Len Arnold	Hon
Jasper Campbell	Suz
Paul Lindlie	Mai
250 EX	
Ted Davidson	Bul
Craig Scroggins	Cop
250 JR	
Skip Hathaway	Suz
Fred Yow	Kaw
250 NOV A	
Frank Lopez	Hon
Rick Frost	Cop
Red Needham	Suz
250 NOV B	
Rick Park	Suz
Stan Paul	Hon
Andy Dugo	Suz
200 JR/NOV	
Larry Hannah	Suz
Skip Lewis	Bul
175 NOV	
Ron Beck	Yam
Steve Eastburn	Kaw
125 EX	
Mitch Davidson	Suz
Danny Mills	Hon
Steve Hollingsworth	Suz
125 JR	
Jack Grenig	Suz
Rod Murphy	Suz
125 NOV	
Red Needham	Suz
Len Deatley	Suz
Ben Zakarian	Bul
100 NOV	
Rod Greener	Suz
Ken Strait	Yam
Steve Stavarakakis	Hod
OPEN NOV/JR	
Jim Smith	Kaw
Ken Rorabaugh	Hod
80 JR/EX	
Fred Merkel	Hon
Rick Ryan	Ind
80 NOV	
Jim Fees	Hon
Jamie Noreen	Hon
Dave Cave	Yam
60 NOV/JR/EX	
Rick Ryan	Ind
Rick Sorenson	Yam
Roger Bird	Yam

Scrambles

American Cyn., MC

Vallejo, Calif.

May 10, 1974

by James Brammer

500-750 EX	
Phil Anderson	Tri
Allen Yarrow	Yam
Bill Calicura	BSA
650 JR	
Vernon March	Tri
Willy Morgan	Tri
Fred Mason	BSA
500-650 NOV	
Mike Underhill	BSA
George Dittie	Yam
Harry Dolcini	Yam
360 EX	
Jerry Stonebraker	Yam
Hal Johnson	Yam
Jim Crowell	Yam
360 JR	
Dick Parsons	Yam
Eugene Dolcini	Yam
Rusty Davis	Yam
360 NOV	
Joe Gondola	Yam
Dallas Davis	Yam
250 EX	
Marlin Stewart	Bul
Kevin Morrison	Yam
Bill Bisel	Suz
250 JR	

Dave Faria	Yam
Rusty Davis	Yam
250 NOV	
Robert Lee	Ric
Gary Rosse	Kaw
200 NOV	
Mike Williams	Bul
Ron Johnson	Hon
175 NOV	
Curt Haisley	Yam
Harry Dolcini	Yam
125 JR	
Gary Pietruskiewicz	Suz
Steve Brandt	Yam
Gary Caves	Suz
125 NOV	
Jim Jepsen	Yam
Mike Parr	Hon
Mei Maciel McFarland	Bul
100 NOV	
Brian Caves	Yam
Perry Eyges	Yam
Jim Pasley	Suz

Motocross

Moreno Valley M.C.

DeAnza Cycle Pk.

Sunnymead, Calif.

May 11, 1974

MINI JR	
Chris Bridges	Hon
MINI INT	
Joe Spangler	Hon
100 BEG	
Bill Bartlett	Hod
Travis Hill	Ste
100 JR	
Danny Fleming	Hod
125 PP	
Sandy Jamerson	Hon
Marilyn Ward	Suz
125 BEG	
Pete Peterson	Hon
Clint Carman	Yam
Larry Leclerc	Suz
125 JR	
Larry Ripley	Hon
Doug McGowan	Suz
Paul Ivie	YZ
125 INT	
Jeff Sanchez	Hon
174 JR	
Bob Holcomb	Yam
250 BEG	
Sam Gold	Hon
Tom Cox	Suz
250 JR	
Jeff Feinberg	Hon
Randy Rios	Yam
250 INT	
John Ward	Hon
Dwayne Vanderby	Kaw
OPEN INT	
Paul Skog	YZ
Bib John Mosely	Hus

AMC MX

OCIR

Irvine, Calif.

May 10, 1974

by Tom Corley

MINI BEG	
Bill Byron	Hon
Chris Cayo	Hon
Rick Hughes	Hon
100 MINI NOV	
Tony Schuler	Bnt
MINI JR	
Ken Morgan	Hon
MINI INT	
Bobby Jones	Hon
Larry Giger	Hon
Lance Moorewood	Ind
100 BEG	
Tony Gomez	Yam
Doug Borders	Bul
Kim Kumpert	Yam
100 NOV	
Dean Adkins	Yam
100 JR	
Huff Hadley	Yam
100 INT	
Mike Johnson	Yam
Gary Tamietti	Pen
100 EX	
Brad Dutoit	Hon
Jeff Ward	Hon
Lance Moorewood	Ind
125 BEG DIV I	
Greg Lynch	Hon
Britt Smith	Hon
Jim Ross	Hon
125 BIG DIV II	
Don Turner	Yam
Carl Gieselman	Hon
Steve Sutton	Yam
125 NOV	

Paul Bholes	Hon
Jon Whitcomb	Hon
Garry Smith	Hon
125 JR	
Scott Gillman	Hon
Don Miller	Hon
Mark Elder	Hon
125 INT	
Warren Reid	Hon
Mark Marinez	Bul
Waymond Williams	Yam
125 EX	
Dave Carlson	Hon
Rick Wiseman	Hon
Bob Blose	Hon
250 BEG	
A.J. Spence	Kaw
Steve Mayer	Yam
Tim Riley	Hus
250 NOV	
Kirk Matkin	Bul
Jeff Larsen	Suz
Jeff Gillman	Yam

RESULTS

DRA Points April 1974 First 50

250 Class

1. John Steen	620
2. Ken Brown	502
3. Mike Cummins	394
4. John Klug	392
5. John Fisher	330
6. Ed Johns	320
7. William Chruch	319
8. Jack Jounson	300
9. William Burkhardt	280
10. Bill Carr	270
11. Joun Fransway	262
12. Cordis Brooks	260
13. Robert Huff	257
14. Ed Rodine	255
15. Robert Sands	245
16. Bob Taft	242
17. Mark Adent	240
18. Steve Bigler	231
19. Ron Williams	225
20. Randy Thomas	206
21. Jamie Avels	205
22. Michael Lynch	200
23. Mike Grimm	200
24. Robert Wadlow	200
25. Randy Wilson	195
26. Rick Gehrls	190
27. Thomas Phillips	180
28. Leslie Klug	166
29. Daniel McGugin	165
30. Bob Coleman	160
31. Randall Smith	151
32. Ron McClellan	150
33. Rex Sasse	150
34. Bob Pullin	145
35. Dennis Tipton	140
36. Danny Noll	140
37. John Glass	135
38. Darrie Des Marteau	133
39. Danny Lenahan	130
40. Glade Goodrich	130

41. T.A. Strong	126
42. Danny Jenkins	125
43. Jerry Cox	124
44. Ramon Lowe	120
45. Greg Bozarth	117
46. Steve Coleman	111
47. Jim Wilson	110
48. Al Arciero	110
49. William Dillman	109
50. Henry Bertram	105

DRA Points April 1974 First 50 0-200 Class

1. Dennis Greene	415
2. Phil Stumbo	395
3. Pat Jones	380
4. Fred Collins	305
5. Mike Lewis	295
6. Fred Trevet	244
7. T. Brooks Jr.	240
8. Jim Roberts	240
9. Willie Amaradio	200
10. Mike Merric	200
11. Curt Skinner	200
12. Gary Praster	200
13. Elwin Johnson	195
14. Warren Roberts	195
15. Kim Moore	192
16. Dennis McLaughlin	180
17. C.V. Greene	176
18. David Taylor	169
19. Glenn Finley	162
20. Eddie Froelich	155
21. Alan Ross	151
22. Gary Hicken	150
23. Bill Friant	140
24. R. Humphreys	138
25. Bobby Neth	130
26. Ross Allbaugh	122
27. Tom Hart	120
28. Steve Cox	120

29. Tony Stuart	116
30. Ed Moore	115
31. Joe Ziemer	114
32. Mark Stoner	106
33. Kark Haas	102
34. John Martin	101
35. Rick Overholtzer	100
36. Jeff Marsh	100
37. Chuck Hauptert	95
38. Brian Webb	95
39. Jeff Bukamier	92
40. George Steiner	91
41. Mike Real	90
42. Ray Bandfield	90
43. Ken Hazelbaker	90
44. Bill Perkins	86
45. Patrick Lyon	83
46. John Lawson	82
47. Marc Camp	81
48. Doug Grafius	80
49. Joe Wilson	80
50. Dean Hammonds	80

Provisional AFM 1974 Pts. Standings thru Mar. 17, 1974 by Jim Lester

50 GP	pts.
Zimmerman	12
Stanton	12
Lawson	8
White	4
125 GP	
Shetler	12
Gallinucci	12
Lassak	6
Fuller	6
200 GP	
Herrmon	16
Reynosa	6
Serra	6
Cook	4
250 GP	

Hammer	9
Lunde	8
Endicott	8
Pierce	6
350 GP Tentative	
Williamson	12
Endicott	8
Galindo	8
Gerken	5
OPEN GP	
Lopatosky	9
Baumann	8
Killen	8
Mallonee	7
125 PROD	
Silver	14
Lester	9
Runyard	8
Fulton	4
Zimmerman	3
250 PROD	
Garoutte	11
Gill	10
Barron	8
Karpynek	6
350 PROD	
Clough	14
Murufas	14
Lee	4
Barron	4
500 PROD	
Dodd	11
Hernandez	8
Burke	8
Duran	6
OPEN PROD	
Parriott	16
Mallonee	12
Gerki	8
Beacom	3
SIDECARS	
Jarman/Gervais	8
McNeal/Kerley	8
Royse/Daignault	6
Bender/Weisberg	6

Motocross Moreno Vly. M.C. De Anza Park Sunnymead, Calif. May 4, 1974 by Diaz and Gus

250 BEG	
Kim Walker	Hon
Mike Roach	CZ
250 JR	
Fred Knapp	Kaw
250 INT	
Dan Roach	Kaw
Dwayne Vanderby	Kaw
125 BEG	
Jeff Velker	Hon
Ron Cain	Suz
Clint Carman	Yam
125 JR	
Gary Cain	Hon
MINI JR	
Bobby Hart	Hon
100 BEG	
Bill Mulder	Hod
Jeff Blankenship	Yam
MINI BEG	
Joe Nist	Hon
Stanley West	Hon
Rynal West	Hon

Motocross Deschutes Cycle Pk. Bend, Oregon May 5, 1974

100 JR	
Jack Hargrave	Yam
Randy Binder	Yam
Robert LaPree	Hod
125 JR	
Randy Davis	Hon
Mike Tomasini	Suz
Mike Fearn	Mnk
125 INT	
Kim Widmer	Hon
Phillip Randall	Hon
Tim Fellows	Hon
125 EX	
Rick Burkinshaw	Hon
David Fearn	Mnk
Bill Block	Hon
250 JR	
Jim Hargrave	Hon
Mike Taylor	CZ
Calvin Williams	Suz
250 INT	
Rod Kentner	Yam
Rick Wylder	Yam
Steve Baldwin	Hon
OPEN JR	
Jim Newman	Mai
Dave McCulloch	Hon
Ted Bennett	Yam
OPEN INT	
Steve Ellis	Hus
OPEN EX	
Barney Newman	Mon
Ron Jensen	Hon
Kevin Nofziger	Hon
MINI INT	
Russ Maw	Hon
Gary Mack	Hon
MINI JR	
Mike Howard	Hon

Speedway Reno Fgds. Reno, Nev. May 8, 1974 by Mike Conway

DIV II CONSO.	
Gary Miller	Yam
Debbie Jackeline	Yam
Lonny Meadows	Yam
HANDICAP CONSO.	
Ron McGill	Hon
Windy Foreman	Sar
SCRATCH CONSO.	
Rich MacMurray	
Frank Cook	
Dale Stetler	
DIV II MAIN	
James Childress	
Curt Simpson	
Steve Moore	
HANDICAP MAIN	
John Cunningham	
Cliff Ball	
Dale Stetler	
Jay deBeaubien	
SCRATCH MAIN	
Alan Christian	
John Cunningham	
Paul Orlandi	
MATCH RACE	
Barclay Trehall over	
Rich MacMurray	

Starters TT Santa Barbara, Calif. Apr. 28, 1974

MINI DIV I	
Luke Jones	Ind
Paul Azevedo	Yam
Ed Perry	—
MINI DIV II	
Jeff Reyna	—
Ed Dominguez	—
Ed McCoy	—
MINI EX	
Darren Penrod	Yam
Mike Lopez	Hon
Tom Lopez	Hon
100	
J.C. Lopez	Hon
Craig Peil	Yam
George Galindo	Yam
125 DIV I	
Alan DeLarge	YZ
Lionel Isa	Hon
Skeeter Marks	Suz
125 DIV II	
David Drewish	Suz
Rick Davis	YZ
Gary Davis	Suz
125 EX	
Mark Gambetta	Bul
Mike Carter	Pen
Fred Joench	Bul
250 DIV I	
Ron Cardoz	Hon
Mike Stanforth	CZ
Manny Angulo	CZ
250 DIV II	
Mike Murisall	Mai
Roger Eggers	CZ
Andy Segale	Hus
250 EX	
Danny Waller	Bul
Jeff Little	YZ
Ron Shrader	KTM
OPEN JR	
Al Davis	Yam
Chuck Meravignua	Kaw
Steve Higgins	Kaw
OPEN SR	
Mike Carter	Pen
Tom Shumard	Pen
OVER 500	
Chuy Blanco	Tri
TANDEM	
Alan De Large	Suz
David Drewish	Suz
WHEELIE	
R. Willingham	Suz
POWDER PUFF	
Jeanette Linden	Bul

TT Scrambles Sandak Racing Assn. Elsinore, Calif. May 5, 1974

MINI COMB	
Doug Nicol	Hon
Greg Faulkner	Suz
Jeff Wright	Hon
100 NOV AM	
Wayne Rainey	Kaw
Jeff Middleton	Kaw
Paul McPherson	Yam
100 EX	
Randy Bird	Kaw
Doug Nicol	Kaw
Tim McWhorter	Kaw
125 NOV	
Gary Staddan	YZ
Robert Pfitzing	YZ
Duane Gallager	Yam
125 AM/EX	
Ricky Maymola	Yam
Mike Tidwell	YZ
Jeff Springman	Yam
250 NOV	
Eddie Beeson	Yam
Dewey Seaver	Yam
Jim Davison	Bul
250 AM	
Don Waffle	Yam
Don Remp	Yam
Tim McWhorter	Mon
250 EX	
Scott Smith	Yam
Dan McWhorter	Mon
Steve Fortune	Yam
350 AM/500 NOV	
Bill Carpenter	Yam
Joe Flores	Bul
Derek Katanic	Kaw
500 AM	
Chris Smith	Yam
Charles Petty	Bul
Mike Boyle	BSA
350-500 EX	
Steve Nichols	Yam
Jim Wright	Bul
Kirk Redding	Mai

Trials Rancho Bernardo, Cal. S.D.T.R. May 5, 1974

EX	
Bernie Schreiber	Bul
Rich Delaney	Mon
Rich Bledsoe	Bul
Mark C. Eggar	Cot
George Smith III	Hon
AM	
Greg Lersch	Bul
Rick Hansen	Mon
Jeff Fish	Bul
Matt Pritchard	Bul
Dan Sivadge	Bul
NOV	
Ron Doster	Bul
Mark Buchy	Mon
Vince Vawter	Mon
Matt Parsons	Bul
Gary Gillman	Hon
KIDS CLASS B	
Keith Pagel	Yam
Herbe Krauch	Yam
Jeffrey Webb	Yam
Casey Beach	
Billy Uriarte	Hon
WOMEN	
Sue Chastain	Sar
Nancy Harris	

1st Quarter Hvywt Scrambles Point Standings as of Apr. 30 by Diane Connolly

1. Mark Reichert	190
2. Rick Marquis	155
3. John Sprague	125
4. Steve Nichols	115
5. Dennis Junker	115
6. Jim Wright	105
7. Brian Tolson	105
8. Mike Meyers	100
9. Paul Lambert	95
10. Don Grigsby	68
11. Keith Moss	66

12. Joe Flores	65
13. Mike Boyle	63
14. Derek Katanic	60
15. James Foxe	56
16. Bill Klaers	55
17. Chris Smith	54
18. Buck Rich	46
19. Charles Petty	40
20. Eddie Walker	40
21. Doug Westly	40
22. Kirk Redding	36
23. Willie Hockie III	35
24. Vern Maxwell	35
25. Vic Hannan	30
26. Stan Ludwig	30
27. David Wilson	30
28. Fred Scurlock	30
29. Bill Carpenter	30
30. Thomas Ryan	30
31. Rory Holladay	25
32. Ralph Porzelt	25
33. Sandy Robertson	25
34. Doug Hannon	25
35. Syd Clopton	21
36. Gary Anderson	21
37. Richard Plueger	21
38. Gregory Schweers	21
39. Dave Lujan	21
40. Jim Connolly	21
41. Russell English	15
42. Charles Howe	10
43. John Calicchio	9
44. Scott Bodkin	9
45. James Dell	9
46. Brad Williams	8
47. Rodger Tremblay	7
48. Dick Stever	6
49. Les McLarty	6

CLUB STANDINGS

1. Gripsters	414
2. Desert Barons	95
3. Sandak	90
4. Prospectors	44
5. Dirt Diggers	27
6. Simi Valley	21
7. Hilltoppers	10

Spring Champ. MX Tucson MX Park May 5, 1974 by Kent Nicholls	
MINI BEG	
Greg McDaniel	Hon
Paul Dummitt	Hon
Charles Hunt	Yam
MINI NOV	
Rick Watmore	Suz
Paul Robles	Hon
Doug Smith	Yam
100 NOV	
Bill Reynolds	Hod
Eric Wackerly	Yam
Steve Jennings	Hod
125 BEG	
Blayne Hernden	Suz
Joey Varella	Suz
Chewwey Gomez	Yam
125 NOV	
Matt Sylliaasen	Hon
Larry Hamilton	Suz
Ron Gamble	Hus
125 AM	
Jim Stott	Hon
John Martin	Suz
Carl Shelton	Hon
125 EX	
Gary Hickerson	Hus
Brad Mueller	Yam
Steve Derrickco	Yam
250 BEG	
Gary Walton	Yam
Jim Ohonian	Suz
Travis Davis	Yam
250 NOV	
David Duffey	Suz
Jim Petri	Hon
Bill Dietz	Kaw
250 AM	
John Sewell	Yam
Greg Bahn	CZ
George Carroll	Hus
250 EX	
Rob Knoetgen	Kaw
Sam Redmen	Oss
David Holms	Hon
OPEN BEG	
Jim Hughs	Suz
OPEN NOV	
Marc Stephens	Yam
Ron Hughs	Hus
Jim McArdle	BSA
OPEN EX	
Bill Duffner	Mai
David Anderegg	Mai
Layne Hanna	Mai

High School MX 29 Palms—Yucca Vly. 29 Palms, Calif. Apr. 27, 1974 by D. Urbina

MINI	
Stepemson	Hon
Harrelle	Hon
Kirchner	Yam
100	
Robinson	Yam
Charnetski	Yam
Vanden Hout	Yam
125	
Couzens	Hon
Page	Hon
Beller	Puc
175	
Urbina	Puc
Kiest	Puc
250	
Avels	Yam
Harvey	Hus
Benton	Hon
OPEN	
Miller	Hon
Bagley	Hus
Black	Puc
POWDER PUFF	
Elliott	Yam

Speedway Ventura, Calif. May 14, 1974 by Dennis Greene

SCRATCH MAIN	
Bill Cody	
Mike Curoso	
Dan Becker	
Mike Bast	
HANDICAP	
Dave Galvin	
Jeff Sexton	
Mike Konle	
Mike Bast	
Troy McKee	
Keith Tennis	
MATCH RACE	
Bill Cody over	
Steve Bast	

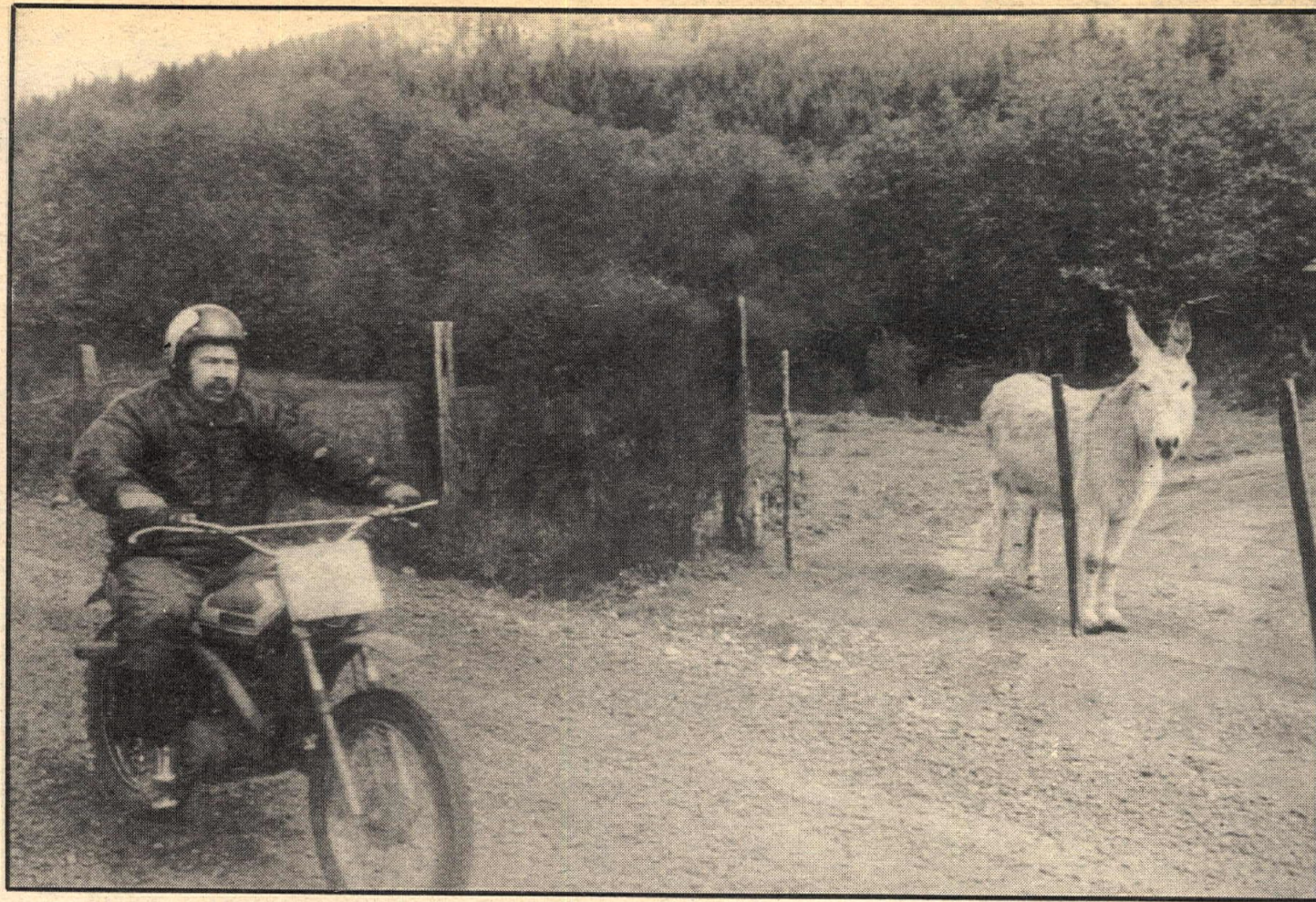
MOTORCYCLE DEALERS

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This photo really said something to us but we couldn't quite figure out what it said. If you understand, write a caption to suit the mood, the event, and the editors and we'll pay \$5 for the best one and print it. Don't miss this once in a lifetime chance to be a professional journalist, especially if you've always thought you could do a better job anyway.



CRC MX Sage Park Ridgecrest, Calif. May 12, 1974 by Carol Benton

PEE WEE	
Paul Rich	Hon
Scott Gillilan	Yam
Jeff Barbacovi	Yam
MINI 60	
Mark Ricker	Yam
Tony Barbacovi	Yam
MINI 80 BEG	
Todd Binns	Hon
Brad Binns	Hon
Johnny Sundquist	Yam
80 NOV	
Allen Hopper	Hon
Mike Romp	Hon
Dallas Rebello	Hon
80 AD	
Kurt Sofka, Jr.	Hon
Greg Draskovich	Hon
POWDER PUFF	
Denise Metevier	Hon
Ellen Parsen	Yam
Connie Brown	Puc
125 INT	
Randy Weiss	Suz
Rod Robbs	Mnk
250 INT	
Steve Ball	Hon
Scott Smith	CZ
125 EX	
Larry Krele	Hon
Robbie Cosner	Hon
Kem Park	Hon
250 EX	
Bruce Jones	Hon
Randy Crawford	Kaw
OPEN EX	
Randy Klassen	YZ
100 EX	
Lyman Funkey	Yam
100 BEG	
Deven Santangelo	Yam
Wayne Cote	Yam
100 NOV	
Gary Rich	Yam
Ted Payne	Hod
Robert Witwer	Car
125 BEG	
Steve Westbay	Yam
Doug Butler	Suz
Rick Ricker	Suz
125 NOV	
Newton Cattern	Hon
Mark Wisdom	Hon
Bill Earle	Hon
250 BEG	
Joe Headley	Hon
Kurt Sofka	Yam
Gary Dear	Yam
250 NOV	
Denver Patterson	Mai
Ronny Peckham	Hon
Eddie Teiles	Yam
OPEN BEG	
Johnny Thompson	CZ
Pat Watson	Tri
OPEN NOV	
J. C. Ray	Kaw
Steve Spragle	Kaw
Steve Lovern	Yam

OCIR Spdwy. Irvine, Calif. May 15, 1974

SCRATCH MAIN	
Bob Herz	
Bobby Ross	
Bill Frinhaber	
Craig Schaefer	
HANDICAP	
Stephen Schlanser	
Mike Muntean	
Bill Frinhaber	
Bob Hosford	
Bob Hill	
Dave Sims	

Speedway Bakersfield, Calif. May 15, 1974

SCRATCH MAIN	
Mike Bast	
Bill Cody	
Mike Curoso	
Scott Sivadge	
HANDICAP	
Les Chanky	
Mike Bast	
Troy McKee	
Guy Waterson	
Jim Gresham	
Dubb Ferrell	
MATCH RACE	
Steve Bast over	
Dan Becker	

Speedway Irwindale, Calif. May 16, 1974 by Dennis Greene

SCRATCH MAIN	
Dan Becker	
Dubb Ferrell	
Steve Bast	
Bruce Penhall	
HANDICAP	
Bruce Penhall	
Steve Bast	
Mike Konle	
Steve Nutter	
Bill Meister	
Dubb Ferrell	
MATCH RACE	
Dan Becker over	
Jeff Sexton	

Speedway Costa Mesa, Calif. May 17, 1974

SCRATCH MAIN	
Mike Bast	
Sonny Nutter	
Bill Cody	
Steve Bast	
HANDICAP	
Les Chanky	
Mark Cherf	
Mike Bast	
Bill Firnfaber	
Bruce Penhall	
Keith Tennis	
MATCH RACE	
Sonny Nutter over	
Steve Bast	

CMC MX Ascot Park May 15, 1974 by Alan Shephard

MINI EX	
Doug Nicol	Hon
Steve Moore	Hon
Don VanTessel	JB
MINI JR	
Roland Sahm	Hon
Kelly Carlisle	Hon
Rick Ryan	Hon
100 JR	
Don McIver	Hon
Don Hunt	Suz
Rick Hutchinson	Yam
125 JR DIV I	
Jerry Jeffery	CZ
Curt Lockwood	Hon

Peter Murillo	Hon
125 JR DIV II	
Dave Long	Hon
David Sobodos	Hon
Bob Conley	Hon
125 JR DIV III	
Bob Oliver	Hon
George Viens	Mon
Greg Draskovich	Yam
250 JR DIV I	
Danny Ciarelli	Yam
Tom Truman	Yam
Steve Morita	Hon
250 JR DIV II	
Doug Hatano	Hon
Steve Glenn	Yam
Dee Bell	Hon
250 JR DIV III	
Mike Ward	Hon
Dave Maxwell	CZ
Lee Korman	Mai
500 JR	
Richard Okerman	Mai
Charlie Beck	CZ
Bob Mosier	CZ
125 INT	
Steven Potts	Hon
Warren Reid	Hon
Mark Martinez	Bul
250 INT	
Brad Morrison	Kaw
Mike Pelley	Yam
Mike McClung	CZ
500 INT	
Greg Schweers	BSA
Calvin Weber	Mai
Cliff Hicks	Suz
125 PRO	
Mark Tyer	Hon
Chuck Bower	Hon
Tim Lunde	Hon
250 PRO	
Roy Lopez	Bul
Mark Tyer	Hon
Chuck Bower	Hon
500 PRO	
Luke Messer	Mai
Jeff Jennings	Hon
Dan Barnes	Hon

AFM 300-Mile Prod. Road Race Ontario, Calif. May 11-12, 1974

OPEN AM	
Mike Parriott/	
Buddy Parriott	Kaw
Bill Mahneke/	
Doug Hehnke	Kaw
Steve Gerki/	
John Crossman	BMW
500 AM	
Gerhard Klemm/	
Ken Gill	Hon
Mark Goslee/	
Peter Bothwell	Kaw
Ken Heuser	
Fred Koren/	
Steve Fransciani	Hon
250 AM	
Scot Clough/	
Bob Tigert	Yam
Paul Unmacht/	
Jack Baker/	
Mush Emmons	Yam
Bill Henry/	
Glenn Billings	Yam
250 AM	
Will Solis/	
Harry Klinzmann	Yam
Carl Kriesant/	
Tyson Branyan	Yam
Chris Allen/	
John Serra/	
Norman Fraijo	Suz
HVYWT PRO	
Mile Rossteuscher/	
Bob Endicott	BMW
Fred Walti/	

Bob Crossman	Kaw
Reg Pridmore/	
Marty Lunde	BMW
LTWT PRO	
Pat Evans/	
Mike Devlin/Tom	Yam
Carroll/J. Volkman	
Dale McCreary/Wes	
Cooley Jr./Rudy	
Galindo/Mike Clarke	Yam
Willie Hardin/	
Larry Kopp/	
Richard Seifried	Suz

Deschutes AMA Qualifier Bend, Ore. May 19, 1974 by Jan Newman

125cc	
Fredrick Joehneck	Bul
Mark Tyer	Hon
Pat Wilson	Hus
John Keese	Bul
Kirk Severson	Hus
250cc	
Richard Grafton	Hus
Robin Thornton	Yam
Neil MacDannald	Mon
Mitch Simmons	Hus
Morris Malone	Mai
OPEN	
Rick Burgett	Bul
Michael Hamel	Mai
Mark Peters	Mai
Kris Morgan	Kaw
Kim Momb	Yam

DRA Silver Cup Calif. City, Calif. May 18, 1974 by Dale Brown

TOP TEN	
Bill Saltzman	Hus
Howard McCasland	Hus
Phil Stumbo	Yam
Ed Rodine	CZ
Mike Lewis	Pen
Gus Paull	Hus
Jamie Avels	Hus
John Steen	Hon
George Harvey III	Hus
Robert Sands	Hus

SCTA Two Day Trial Big Bear, Calif. May 18-19, 1974

EX	
Bernie Schreiber	Bul
Marland Whaley	Mon
Martin Belair	Mon
Jeff Koskie	Suz
Andre Plouffe	Bul
Steve Darrow	Mon
AM	
Richard DiLabio	Yam
Tony DiLabio	Bul
Tom Burman	Bul
Jeff Fish	Bul
Alan Anderson	Bul
NOV	
Dean Pagel	Bul
Vince Vawter	Mon
Paul Williams	Bul
Ron Doster	Bul
Mike Scott	—

KIDS "A"	
Robin Tolleson	Hon
Mike Bernbaum	Mon
Ray Luna, Jr.	Mon
KIDS "B"	
Kieth Pagel	Yam
Herbie Krauch	Yam
Derreck Bernard	Yam

Speedway Sacramento, Calif. May 17, 1974 by Sneaky Pete

HANDICAP MAIN	
Russ Powell	
Alan Christian	
Rich MacMurray	
Ron McGill	
Mike Rooney	
Norm Denny	
SCRATCH MAIN	
Mike Rooney	
John Cunningham	
Dale Stetler	
Norm Denny	
HANDICAP CONS.	
Mike Corcoran	
Larry Mulock	
John Cunningham	
Jerry Baugh	
Mark Eckles	
Ken Eggers	
SCRATCH CONS	
Rick MacMurray	
Mike Corcoran	
Larry Mulock	
Ron Smalley	
DIV TWO MAIN	
Sam Vanderhoof	
George Carter	
Steve Bauer	
MATCH RACE	
Ron Smalley	
Bruce Haserot	

CMC MX Saddleback Park May 19, 1974 by Alan Shephard

MINI	
Greg Young	Hon
Robert Hoffman	Hon
100 JR	
Huff Hadley	Yam
Nikola Mitich	Yam
Mike Lewis	Hon
125 JR DIV I	
Tony Wanket	Hon
Mike McGonigal	Pen
Curt Lockwood	Hon
125 JR DIV II	
Greg Gannon	Hon
Nikola Mitich	Hon
Brad Sherrill	Hon
250 JR DIV I	
Steve Morita	Hon
Kieth Tomei	Hon
Harry Shenk	Hus
250 JR DIV II	
Greg Wulff	CZ
Paul Belisle	CZ
Mike Hogan	Hon
500 JR	
Derril Ferreira	Mai
Steve Fry	Hus
Trent McGee	CZ
125 INT	
Tag Turner	Hon
Warren Reid	Hon
Ron Palmer	Hon
250 INT	
Rob Raymer	Cop
Tom Burgess	Yam
Jon Hagar	Bul
500 INT	

Scott Cavness	Bul
Mark Storr	CZ
John Dickenson	Hus
125 PRO	
Marty Smith	Hon
Billy Urban	Hon
Tim Lunde	Hon
250 PRO	
Jon Derhammer	Yam
Ray Topham	Mai
Tommy Croft	Fra
500 PRO	
Jim West	Hus
Ron Blanton	Bul
Steve Shipkey	Mai

CMC MX Irwindale, Calif. May 17, 1974 by Alan Shephard

MINI EX	
Ricky Simmons	Hon
Joe Tucci	Hon
Doug Nicol	Hon
MINI JR DIV I	
Scott Tipton	Hon
Mark Richardson	Gem
Vance Luevano	Hon
MINI JR DIV II	
Frank Souto	Hon
Greg Knight	Hon
Barry Knight	Hon
100 JR	
Eddie Salas	Yam
Steve Schilling	Yam
Frank Inman	Hod
125 JR DIV I	
Eugene Gayo	Hon
Tony Saathoff	Hon
Morris Mena	Suz
125 JR DIV II	
Greg Newman	Hon
Ed Buffington	Hon
Dan Atencio	Hon
125 JR DIV III	
Greg Pearson	—
Mike McGonigal	KTM
Steve Gross	Hon
250 JR DIV I	
Mike Hogan	Hon
Pat Grattan	Yam
Paul Piper	Yam
250 JR DIV II	
Doug Hatano	Hon
Ken Kondos	Mai
Jody Uyechi	Hon
500 JR	
Duane Dier	Mai
Trent McGee	CZ
Clay Bain	Suz
125 INT	
Tag Turner	Hon
Bob Welch	Hon
Chris Gray	Hon
250 INT	
Brad Morrison	Kaw
Jeff Sloan	Yam
Mike McClung	CZ
500 INT	
Carter Read	Mai
Byron Hendricks	—
Craig Phillips	Pro
125 PRO	
Tim Lunde	Hon
Dave Eropkin	Hon
Mike Bell	Hon
250 PRO	
Jim West	Hus
Val Tamietti	Hon
Don Bongiorno	Hon
500 PRO	
Jim West	Hus
Luke Messer	Mai
Jeff Jennings	Hon
HIGH SCHOOL	
Arcadia	42
Duarte	24
Mike Follmer (A)	Mai
Danny Welsh (D)	Yam
Rick Carrisoa (A)	Mai
Kevin Corson (A)	Mai
Bobby Smith (D)	Yam

HONDA XL250K1

The four-stroke that turned thinking around thumps on

By Charles Clayton and Larry Langley

We want to tell you about this machine. There is a quality about Hondas that bespeaks a great enthusiasm for the art of making

motorcycles. They're very good. You can maintain them or not and they'll function anyway. If you lavish the care on them demanded by, say, a Triumph, they should last forever.

Honda introduced the XL-250 about two years ago. The XL-250 proved that a properly designed four-stroke is competitive against the ubiquitous two-strokes in the on/off-road scene. Modified XL-250's won many cross-country races including the Baja 500.

Now the first model change for the XL-250 has come along, the K1. At first glance it's hard to see any changes except for the paint, now a light blue instead of the familiar silver of the original. The "split personality" XL-250 K1 is advertised by Honda as an on/off-road bike and rightly so. Standard trials tires are the limiting factor off-road. They just won't do the job in sand or soft terrain. This year Honda supplies a 3:00 x 21 front tire

replacing the old too-narrow 2:75 x 21. It helps, but for serious dirt riding use the popular 3:50 x 21 Cheng Shin knobby and either a 4:00 x 18 or a 4:50 x 18 knobby on the rear replacing the 4:00 x 18 trials pattern. The torque of the overhead cam four-stroke easily pulls the larger tire. A 15-tooth countershaft sprocket is standard equipment, coupled with a 48-tooth rear giving a top speed of 75-80 MPH. For enduro riding most XL-250 owners have gone to a 14-tooth countershaft and a 52-tooth rear sprocket, which give a top speed of 70 MPH, while low gear can be used for picking your way up nasty rocky canyons and down steep hills without killing the engine. For casual trail riding just a change to the 14-tooth countershaft sprocket would be enough. For mainly street riding the stock gearing is fine. A heavy duty chain is standard.

Fenders are flexible but not unbreakable. If you hit them just right they will split. The front fender does not keep mud and water from splashing



Cross-country boogies were within the limitations of the XL if you remembered the limitations. Tire pressure had to be very low on dirt and then you had the problem of spinning a tire since there are no rim locks . . .

on your legs or on the engine, and the pipe is the culprit, for it bends right where the fender should be for maximum protection. Even accessory fenders won't fit around the stock pipe.

This pipe weighs 16 pounds. It's kind of ironic, for the bike comes with magnesium engine side covers to save weight, yet carries an exhaust system



"Oh, no. I didn't see the photographer there. Hope they don't print it."

that's heavy enough for an anchor. It is very quiet, however.

Honda introduced D.I.D. alloy rims on the XL-250 and they have since become a quality standard. Heavy duty spokes keep everything together and don't loosen easily. The rims come drilled for rim locks (two on the rear, one on the front) but the locks are not standard equipment. Since the Honda rim locks list for over \$5 a piece, Joe Rider is going to be hit up for a good piece of change when he asks for them. They should be included.

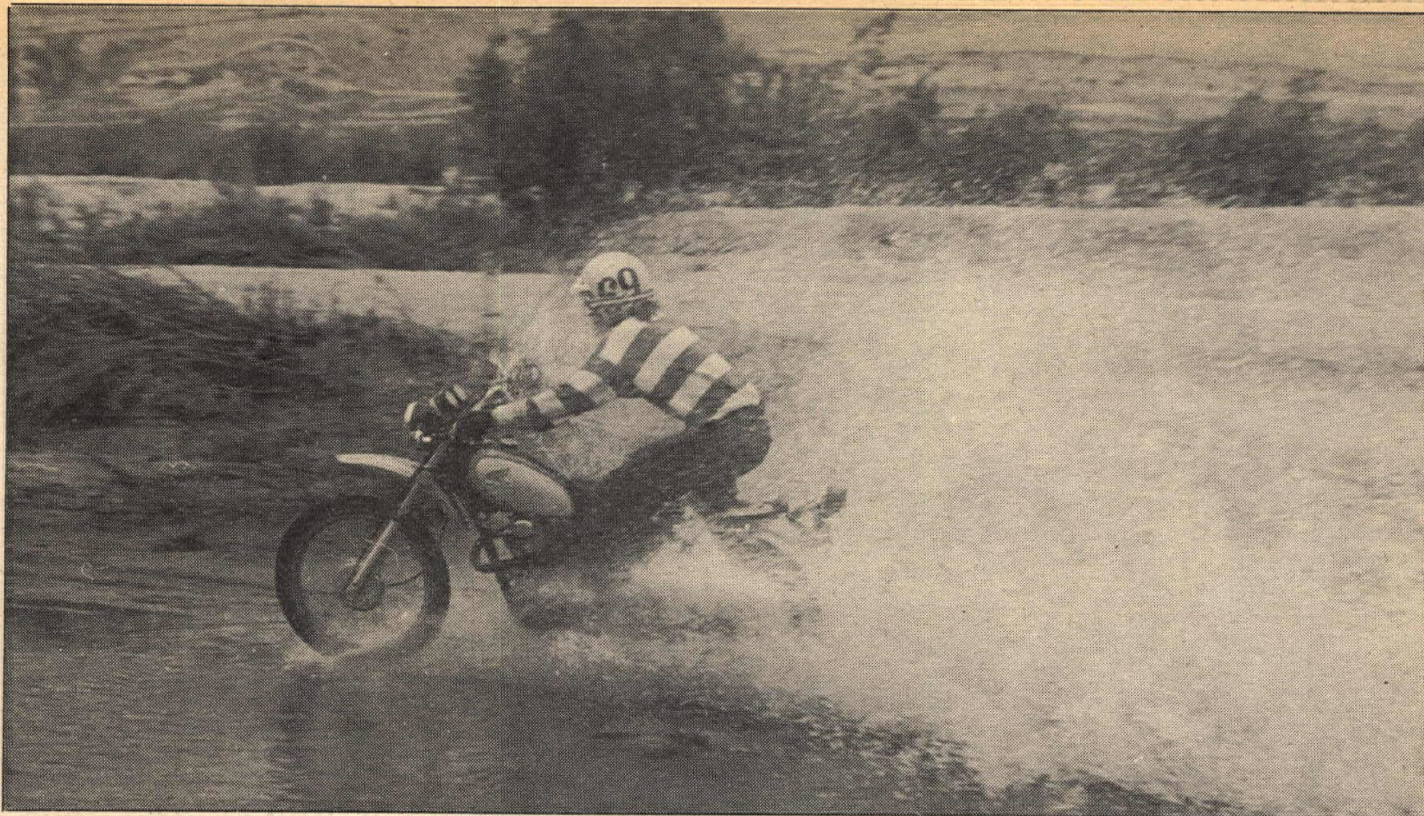
If you buy an XL250K1 for fun, you'll have it. Slidin' is easy and feels good so you do it.



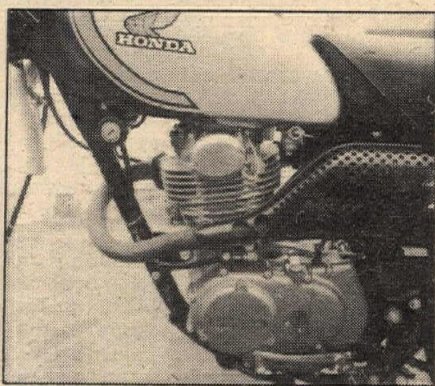
One of the new features on the K1 is a longer swingarm for greater straight line stability. It even comes with passenger footpegs. The old XL-250 had provisions for screwing in the pegs, which we preferred. If you want to take the pegs off the K1 it leaves a square mounting bracket which could catch your leg. Complimenting the pegs is a new longer seat complete with a hold strap required by California law if you want to carry a buddy. The seat is extremely comfortable, just right for those long enduros.

Also new on the K1 is the speedometer/tach/headlight mounting, now the same as the XL-350 which moves the instruments up higher and at an angle, making it much easier to see them. The disadvantage here is making the bike a little more top-heavy right where it is already cumbersome, right over the front wheel. If you ride in the dirt, the tach will probably end up in that box in the garage with all the other unnecessary doodads.

The dual cable throttle is also street oriented. It requires a lot of wrist movement and will tire your hands quickly in the dirt. Most XL-250s that are set up for enduros have a single cable, quick-throttle setup, giving much better throttle response and the single cable is much easier to change. If you aren't totally familiar with the Honda throttle, it takes up to an hour to change a broken cable. During an



CN testers checked the waterproofing often.



Torquey XL engine got a batch of 350 components; still has the big, heavy exhaust pipe;

enduro this would get you disqualified. The footpegs are the good serrated type and are spring loaded. The key location stays the same as always, under the tank on the right side. The K1 comes with turn signals which are spring-mounted to snap back if crashed. The taillight is mounted much too high. It could be dangerous trying to get off the bike in a hurry. The electrics can be disconnected quickly though, as Honda has equipped the bike with snap-connections.

Control levers will bend without breaking as we found out when one of our testers dropped the bike. The best lever covers in the industry keep dirt and grime out of the cables.

Air is inducted under the seat into a foam air filter which does a good job of keeping dust out of the engine internals. Unwind two bolts and loosen a clamp and the filter slides out for servicing. The cyle is nearly waterproof, unless it's submerged above the cam-mounted ignition points.

The under seat arrangement is just like the XL-350. The tools are not strapped on the inner mudguard instead of lying in the tray above the battery. The tools are adequate for most minor work, but we hate those Phillips head screws. Since a complete Allen head screw setup only costs three or four bucks we consider it a good investment.

The engine is different on the K1. Externally it doesn't look much different but it is. Be sure and tell your parts man you have the K1 or you might end up with a wrong fitting part. The head now has special hardened valve seats to allow running on low lead and no lead gas. The head will not bolt up to your old XL-250, according to American Honda. Some of the XL-350 engine components are incorporated, so in effect it's almost a new engine.

If you are used to a two-stroke, the first ride on the XL250 feels strange. It really feels like a toad. However, this is an illusion due to the four-stroke power characteristics and the super-quiet exhaust. It is actually right up there powerwise with most two-stroke enduro

bikes and the flat torque curve makes the K1 extremely easy to ride. The five speed transmission was a pleasure to use. The ratios seemed just right for the bike, there was never a bog shifting to the next higher gear. The clutch was typical Honda — grabby. Until you got used to the on/off effect, starts were rather snatchy. The clutch unit itself is bulletproof.

The XL-250 K1 is an excellent bike for around town riding. Good gas mileage (40-50 MPG), dependability, and the 55 MPH speed limit all combine to make it a pure joy to ride. With stock gearing the bike is doing 5900 RPM at the 55 MPH limit. With a red line of 8000 RPM, this leaves plenty of reserve power. Over 55 the vibration gets to your feet after awhile, so it's best to keep it down to legal limits for comfort and avoid the wrath of the holsteins.

In the dirt the bike handles pretty good if you keep in mind its limits. What a slider! Everyone had a ball TT'ing it. The suspension is pretty good up to a point, such as really bad

whoops. Then the excess weight overworks the forks and caution must be used or its endo time. The shocks have a new design body with built-in rubber bumpers to keep the body from wearing. Damping is good for a Japanese shock, so replacement probably won't be necessary until they wear out.

The brakes didn't fade under water, so Honda has done a good job here. The front brake was a two-finger stopper and there were no complaints. The cable operated rear brake was just about right for a dirt bike, maybe a little soft for a street bike.

The skid plate is a joke — a little piece of stamped tin protection. Those magnesium engine side covers are very vulnerable and easy to crunch. The first thing you do if you desert an XL-250 K1 is install an adequate skid plate. The cost is less than just one of those side cases.

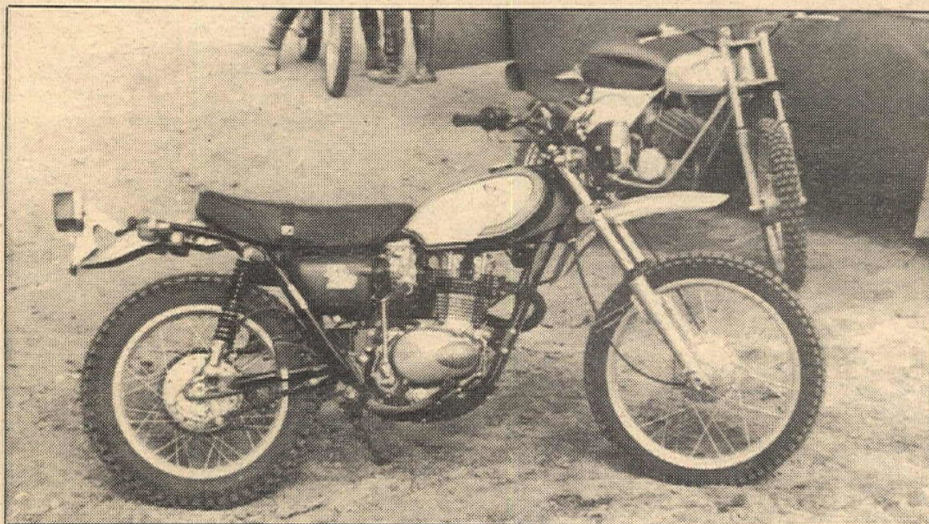
We said there was a quality of enthusiasm built into Honda motorcycles, witness the 250 XL. The finish is so fine and shiny you hate to

take it out in the dirt and mess it up. But fear not, for it is tougher than you are. The machine handles so well that it is hard to drop unless you really push it, in which case it has a tendency to high-side the turns which, if you let it, will damage your body far more severely than its. This high pendulum attribute, a consequence of using the overhead cam, four-valve engine, keeps the 250 XL out of the real races, but in no way disqualifies it for cross-country hightailing.

Underneath the snappy paint and satin alloy where the tender pieces live, all is harmony. Surfaces of fine steel, honed to microscopic tolerances spin in a shower of oil like Zen machinery. Nobody ever made motorcycles better than Hondas. Perhaps nobody ever shall.

Parts prices XL250K1

Courtesy of Roy's Honda, Santa Ana	
West Coast list price	\$1056.00
Tune up, labor	16.00
Points, each	2.82
Plugs, each	1.25
Throttle cable, complete (2 needed)	4.26
Clutch cable	2.42
Speedo cable	2.80
Tach cable	3.28
Front brake cable	3.08
Rear brake cable	5.60
Headlight beam or bulb	6.92
Tail light bulb	.57
Air cleaner element	5.58
Rear brake linings, set	4.44
Front brake linings, or pads, set	5.82
Clutch plates, set (7 @ 1.66)	11.62
Fork Seals, each	1.62
Drive chain, stock	20.13
Head gasket	2.78
Base gasket	2.78
Cam chain	8.66
Pistons, each	7.75
Wrist pin, each	1.73
Rings, each set	7.46
Circlips, each	.06
Complete top end rebuild, labor	45.00



Specifications

Engine	
Type	Four-stroke, single-cylinder OHC
Displacement	248cc
Bore and Stroke	74.0mm x 57.8mm
Compression Ratio	9.1:1
Transmission	Five-speed, constant-mesh
Clutch	Wet, multi-plate
Tire Size	Front, 3.00-21; Rear, 4.00-18
Ignition System	Flywheel magneto
Starting System	Kick starter
Dimensions and Capacities	
Wheelbase	55.5 in.
Dry weight	284 lbs.
Overall length	84.6 in.
Overall width	33.1 in.
Seat height	32.3 in.
Fuel capacity	2.1 gals.

New swingarm incorporates permanent passenger pegs. Cable-operated rear brake is OK for dirt. Stock shocks do the job.



CIF to investigate MX sanctions

LONG BEACH, CAL.

Cycle News has learned of two plans to bring the possibility of organized interscholastic high school motocross before the Southern Section Directors of the California Interscholastic Federation, which sanctions high school athletic events in California. The first takes the form of meetings between representatives of Yamaha International, Inc., sponsors of a non-sanctioned, non-school affiliated high school motocross series currently running at Orange County International Raceway in Irvine, California.

The second move, revealed by Dr. David Brown, Superintendent of the Walnut Valley Unified School District, in an exclusive telephone interview with Cycle News comes in response to efforts by 16 year old Mike Thatcher, a student at Walnut High School.

Thatcher was the mastermind behind a three school motocross that was planned for May 9 with full financial support from Yamaha International and Orange County International Raceway. After several months of extensive research and effort on the part of Thatcher and some of his friends, it looked like his race would come off as the most tightly organized planned-to-the-last detail high school motocross ever.

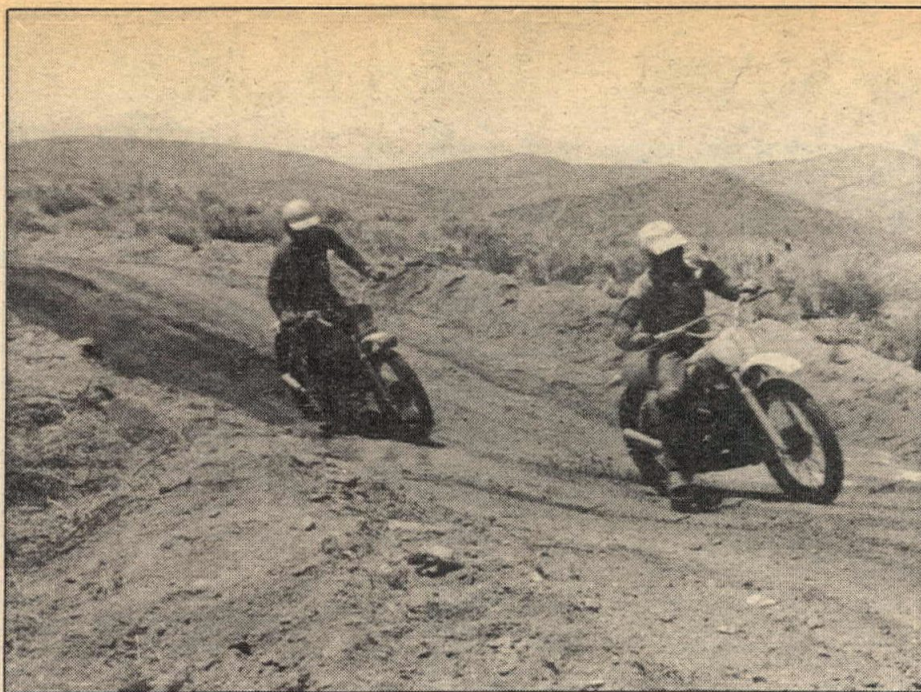
However, when he presented his extensive sponsorship and planning package to the Walnut Valley Unified School District Board, everything halted.

Dr. Brown recommended to the Board that it turn down Thatcher's request for school sanction and support until several liability questions could be thoroughly investigated. But, while Thatcher had lost a battle, he unknowingly set the stage for the winning of a major battle: sanctioned interscholastic motocross, teams and all.

Stating, "It's time school districts look at forms of other legitimate sports activities like motocross" and "We can't assume that the sports activities high schools have had for the last ten years are the only ones we'll ever have — there are others," Brown directed Walnut High School principal Jack Ingram to bring up the possibility of CIF-MX sanction at a meeting of the CIF Hacienda League ruling body next month. The question to be determined is whether the Hacienda League officials will communicate with the CIF Southern Section about such sanctions. If the League is not interested in the investigation, the School District will communicate directly with the Southern Section directors on the subject.

Feeling the district has an obligation to consider sports activities important to students who reject the more traditional sports now offered in favor of exciting motocross activities, Dr. Brown stressed that his moves are in an effort to make motocross of the magnitude planned by Thatcher possible during the next school year.

Thatcher, meanwhile, said, "This isn't the way we wanted it." Because of the school Board's denial, his event has lost its financial backing from Yamaha International. In spite of the new financing problems, he went ahead with the race as a non-school activity. It was run as a bunch of students from the three schools racing as groups of students who happen to go to those schools, not as school teams with the full cheerleader and band support called for in the original plan.



Randy Crawford leads Bruce Jones in the third 250 Expert/Intermediate moto of the CRC Sage Park race. Jones' second combined with two firsts for first overall.

Jones jets, Crawford crashes, Watson lumbers at Sage CRC MX

By Carol Benton

RIDGECREST, CAL., MAY 12

Bruce Jones (Hon) was pretty nervous during the first and second motos of the 250 Expert/Intermediate class at Sage Park today. He was in front of the pack off the start but was pushed around the track by Randy Crawford (Kaw). Bruce never had a moment's rest because Randy was always there, right side, left side, right side again. Randy fell while in pursuit, so never took the lead, but he never lost a place in the first moto, either.

The second moto saw the same hard riding, really hard for Randy. He fell again this time, and slowed down considerably.

Crawford regained his speed in the third moto, ahead from beginning to end. But it didn't matter, since Jones had first Overall tied up even when cooling it in second.

Thrill of the day for four-stroke fans came when Pat Watson lumbered through the back turns on his 650 Triumph shouting "Yeeee, haw!"

See Results Section for complete finishing list.

Staten smokes Corona MX

By Tom Blattler

CORONA, CAL., MAY 9

Rex Staten rode his factory Honda to victory in the 250cc Senior class on the 1.1 mile course at Corona Raceway last Thursday night.

Getting in some practice for the upcoming AMA national motocross, Staten captured all three motos to keep his amazing record at Corona intact. Rex has been beaten only once in the four years he had raced at Corona Raceway, and that was by AMA National 250 Champion Gary Jones.

Staten defeated Orange County's Burce Baron (Yam) and Mike Gillman (Yam). Baron held off Staten for a few laps before Staten blasted by to take the final moto win and the Overall.

Kelly Callaway, one of the heroes in

the North High School victory in the High School Motocross held at Corona, rode his Yamaha YZ to the 250 Intermediate win. Kelly is preparing for the next High School Motocross to run at Corona May 24th. Taking second behind Callaway was Reggie Ragsdale (CZ).

Bryan Breker (Hon), making his first appearance at Corona in about two months, captured two of the three 125 Senior motos for the Overall. Steve Bauer another high school star, took second Overall. Steve is getting his Honda ready for the May 31 High School Motocross at Corona, he rides for Ramona High School.

Results in the Results Section.

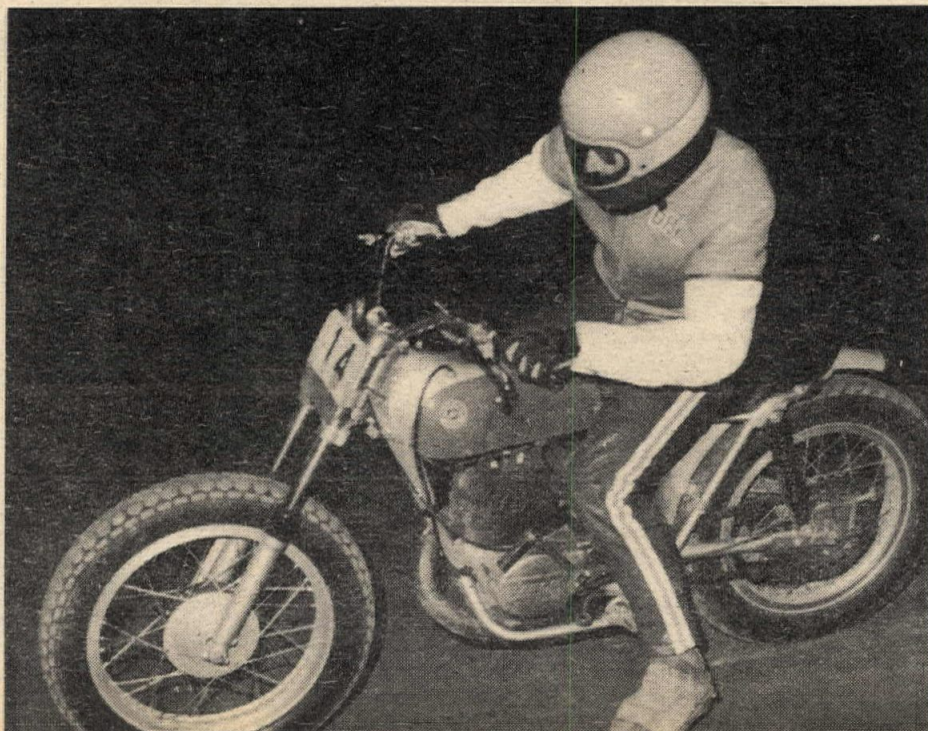
Yamaha road racer wins Corona half-mile

By Cee Cee Wright

CORONA, CAL., MAY 8

Corona Raceway, recovering from an out of court settlement of their lengthy noise abatement legal battle, has moved their dirt track events back to Wednesday nights. The District Attorney's office said the Super Cycle Combo, which was drawing up to 300 bikes a night on Thursdays,

Dick Lewis can win with this 250 Bultaco and his 750 Triumph; he did at Corona.



had to be split into two nights of racing to work a settlement. Motocross stayed on Thursday nights while the TT, Flat Track and Half-Mile events moved to Wednesday nights.

Dick Lewis (Tri) and Brad Holt put on quite a show on big bores as they battled it out for the win. Lewis, who has been doing it for weeks, took the win while Holt picked off second.

Jim Wright brought out his new water cooled 250 Yamaha twin and left no doubt who the victor would be after the first lap of the eight lap Main. Mike Tidwell, mounted on his trusty YZ finished second with Al Glover fast on his tail.

The big gold collector of the night was speedy Mike Tidwell. He picked up four trophies for his fine rides in the 125 and 250 Expert classes.

Next week TT and Short Track return to Corona.

Smokin' Sage Park

By Carol Benton

RIDGECREST, CAL., MAY 5

Thirty racers took advantage of track improvements and the cool, wet weather at Sage Park south of Ridgecrest, California today.

When competition started the 100cc, Old Timers and Powder Puff riders all ran together. Gary Rich (Yam), finished first in his class several yards behind his Old Timer dad, John Rich (Yam). Denise Metiever (Hon) was third Overall in the 100 class. Jeff Erickson (Car) was second. W. F. Hartley (Bul) was second Old Timer.

Robby Cosner (Hon) took first place honors in the 125 Senior race with Rod Robbs (Mnk) second. In the Junior division, Mark Wisdom (Hon) finished first, followed by Scott Hall's Honda and Greg Clapp's Yamaha.

Troy Hollis, from Barstow, couldn't get his CZ around Randy Crawford's Kawasaki in the 250 Senior race so had to settle for second place.

Denver Patterson (Mai) fought off the attacks of Kem Park (Hon) to finish first in the 250 Junior class. Greg Winkel finished third on a Honda.

Baird vs. Malocco at DeAnza MX

By Gus

SUNNYMEAD, CAL., MAY 5

First moto action saw 250 Expert Leon Baird (CZ) take an early lead, but he fell on the eighth lap and hard charging Morgan Malocco (Hus) took the lead to the end.

Malocco took the lead the second moto, but lost it to Baird who took it to the finish. Butch Baker (YZ) was third again. The third moto Malocco took it from start to finish despite Baird being on his tail the whole way.

Tom Burt won the first two motos of the 125 Junior/Intermediate class. Burt was started backwards in the third, and still managed to take first in his class (and the Overall).

DeAnza MX

By Diaz and Gus

SUNNYMEAD, CAL., MAY 4

When the first race started the track was in perfect condition and stayed that way all day. New Kawasaki 250s grabbed first in two of three 250 classes. Fred Knapp (Kaw) won the 250 Junior race, Dan Roach won the Intermediate easily when Dwayne Vanderby (Kaw) had bike troubles and Kim Walker (Hon) took the 250 Beginner class ahead of Mike Roach (Kaw).

Jeff Velker (Hon) won the 125 Beginner race with Ron Cain (Suz) second. Gary Cain (Hon) won the 125 Junior class.

Maly smokes AMC MX

By Stewart B. Sapicoff

ORANGE, CAL., MAY 12

The 250 Experts highlighted the day of muscle straining motocross with a constant neck and neck war raging between Pete Maly (CZ) and Val Tamiatti (Hon). In moto one it was Tamiatti who blasted away from the rest of the pack with Jerry Trojnar (CZ) in close



Pete Maly put it to the other 250 Experts at AMC Saddleback.

pursuit and Maly charging after. Tamiatti held the lead for the first two laps. On the third Trojnar forced his way into first. It looked as if it would be clean sailing for Trojnar but he never came around again after that lap. Once again Tamiatti took the lead with Maly closing up the gap, but with time running out he had to settle for a second in that moto.

The second moto replay started looking as if Maly might just have to settle for a second Overall for the day.

The third and final moto was the turning point for Maly as well as the downfall for Tamiatti. Maly charged his trusty old CZ into the front and kept lengthening his lead. On the seventh lap Ken Ehlers (KTM) stole second away from Tamiatti and that's just how they finished up. The final points standing showed Maly and Tamiatti tied in points, but because of Maly's first in the last moto he got the first place purse with Tamiatti taking second and Ehlers third. That was a close call Pete!

Tucson Spring Championship

By Kent Nicholls

TUCSON, ARIZ., MAY 5

Last year Southern Arizona riders could ride all summer if they were willing to drive over one hundred miles to Arizona Cycle Park's night track in Phoenix. The land on which ACP stood belonged to the City of Phoenix, and it is now a city dump.

Things looked bad for area riders, with hot weather approaching and no night racing any where. Then some folks from Motocross International, a Phoenix-based promotional outfit, quietly came to Tucson and set up a short MX track specifically designed to be lit. They ran two daytime races on their new creation, Tucson Motocross Park, to work out all the bugs before the lights were installed.

Flyers sent out for this race proclaimed a seven hundred dollar purse and free entry to anyone coming over one hundred miles to race. This drew over two hundred riders including hot Phoenix Experts.

The 125 Expert class had today's finest racing with a duel shaping up between Tucson's Brad Mueller on a Yamaha he borrowed from Eastside Cycle and Gary Hickerson (Hus) of Phoenix. Mueller is dynamite off the starting line and the first race was no exception. Feature the entire 125 Expert pack pounding out of the chute led by a yellow Yamaha MX bearing down on the first jump. The Yamaha leaves the ground, goes into a perfect copy of a stunt made famous by a legendary European racer, straightens out, lands, and charges into the next corner. This is flashy Brad Mueller.

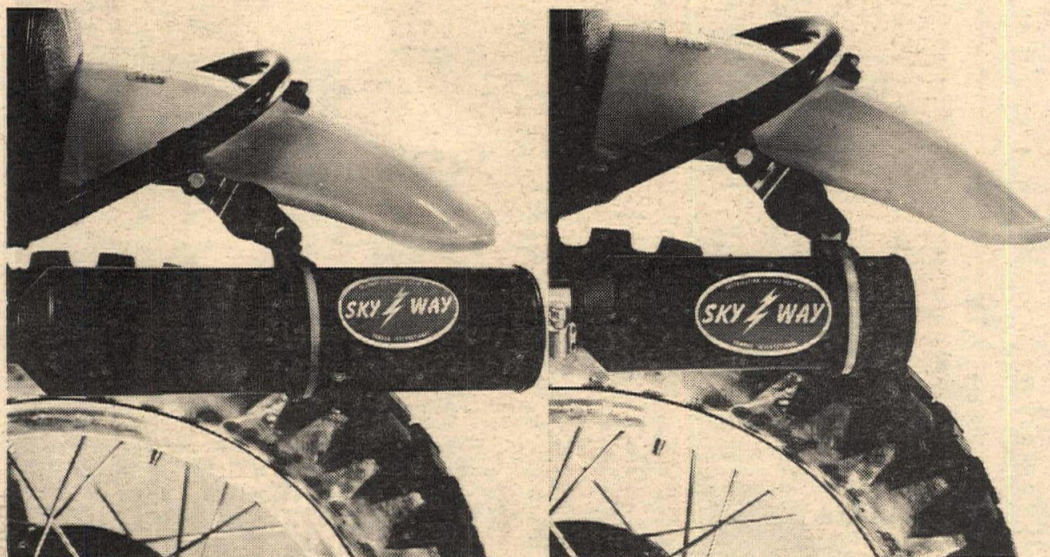
Five places back is Gary Hickerson, a fluidly smooth rider who makes going fast look easy. For the first three laps Mueller was being pushed by Husky rider Tim Gamble. Then a bobble allowed Gamble to get by. One half lap later Mueller re-passed. All the while Hickerson is back in the pack methodically picking off riders and now has his sights set on Gamble. In lap six of the ten lap race Hickerson zapped Gamble. Then for the next three laps Mueller and Hickerson engaged in elbows and armpits action. All the while Mueller couldn't seem to resist the temptation of putting the Yamaha sideways in the air over every jump. On the last lap Hickerson sneaked by Mueller for the moto win.

The start of the second moto of the 125 Expert class again saw sideways Brad Mueller in the lead and Gary Hickerson again fifth. Inside two laps, Hickerson was just a Preston Petty Unbreakable thickness behind Mueller. Then the two motorcycles went into a one line corner side by side. Hickerson came out — Mueller didn't. Hickerson then pulled away from Steve Derrick (Yam) who finished second in the moto and third Overall. Mueller worked his way back up to third. The end of another day of beautiful Arizona racing saw Mueller second and Hickerson first Overall in their class.

The 250 and 500 Expert classes were combined with the first race seeing an entire moto duel between 500 class winner Bill Duffner (Mai) and 250 victor Rob Knoettgen, another fine Phoenix rider piloting a Kawasaki. For nine laps Duffner was able to hold off a hard charging Knoettgen on a track that favored the lighter machine. In the last lap Duffner began having sticky throttle problems allowing Knoettgen to blast by. Sam Redman on a new Ossa Phantom garnered second for the day in the 250 class while David Anderegg (Mai) duced the big bores.

Results in the Results Section.

Put this on your pipe and smoke it.



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Expert smokers agree, Skyway is best for your pipe. Malcolm Smith is sold on performance of Skyway Silencers. Rolf Tiblin and Preston Petty, on the other hand, say not only is there no loss of power but Skyway will outlast any other silencers on the market.

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REGULARLY SCHEDULED EVENTS

Attention Promoters

Place your listing for your regularly scheduled events here. Just send your copy (40 words max) and a check for five issues (\$25.00) to Cycle News, P.O. Box 498, Long Beach, CA 90801. 213-427-7433 or 636-8844.

Every Saturday

Moreno Valley M.C., MX all classes, Gate \$3., Race Entry \$5. Sign in: 7:30 a.m., Race: 9. Min. 33% nice trophies. De Anza Cycle Park, 15 mi. east Riverside on US 60, Take Theodore off-ramp to Ironwood & follow signs. Info: 714-653-2633 or 714-735-1301.

Every Saturday Night

Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign-up 5 to 7:30, practice 6:30, race 8. Admission \$1.50, race \$2. Camping Free. Sunday practice \$1 per bike, silencers required. 714-826-2386.

Sunday MX

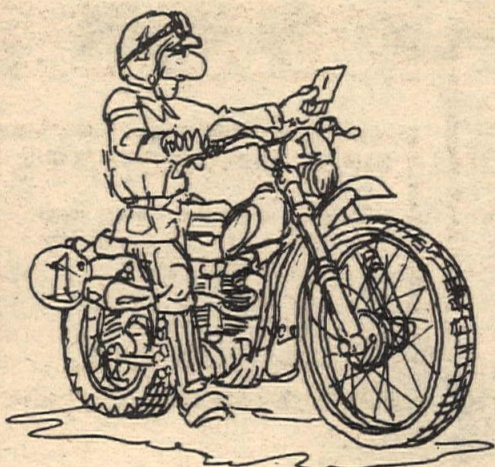
Valley Cycle Park, Moorpark. Motocross AME 1st & 3rd Sun: CRC 2nd Sun; NRA 4th Sun. All classes, prac. 8 a.m., race 9 a.m. Open 7 days. 470 acres open riding. Phone: 805-529-9546.

Every Sunday

Motocross — Rawhide Park. All classes. 100% payback to Experts. Gates open 7 a.m. Overnight camping. Between Perris and Elsinore on Hwy. 74, 2½ miles east of Hwy. 71. Open riding on 840 acres every day from dawn to dusk. (714) 689-0871.

Motocross Every Sunday

San Francisco Champion Raceway, AMA Motocross. Open 6:30 a.m. Race 9:00. Bonus Trophy payout. \$5. pre-entry, \$7. post entry. Saturday practice. In San Francisco, on Bayshore (101) Frwy., directly across from Candlestick Park. Info: (916) 351-0271. P.O. Box 13027, Sacramento, CA 95815.



Dave Destler doesn't get any extra points for drawing this on his Political Enduro entry, but it looks nice anyway.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number

Wednesday, May 22

NITE SHORT TRACK
El Toro Spdwy 1-405 to El Toro exit. Minis thru 350cc. Open 5 p.m., race 7:30. 714/530-0324.

SPEEDWAY
OCIR, Irvine, CA. 8 p.m. start. Also Saturday Stu Morley Spdwy. Scho. 714/838-3093.

CMC NITE MX
South Bay Pk. Spdwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

NITE FLAT TRACK, TT
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. Sandak 714/970-5220.

CMC NITE MX
Ascot, Gardena, CA. Ride med. cov. 200% pro. p.b., Jr/Int. ride 3 moto, mini class (-16). \$5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 714/545-8721.

Thursday, May 23

CLASS A SPDWY.
Irwindale Rcw., Irwindale, CA. Spectators \$3/\$2/\$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

NITE MX
Portland Int'l. Rcw., West Delta Pk., Portland, Ore. Sil. rdd. 503/285-6635.

CMC NITE TT & HALF-MILE
Ascot, Gardena, CA. 200% pro p.b., rider med. cov., mini class (-16). Class C tires & leathers rdd. for half mi. \$5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 213/321-1610 or 323-9710.

R.A.C.E. NITE MX
Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. 714/970-5220.

HIGH SCHOOL MX SUPERBOWL QUALIFI.
OCIR, Irvine, CA. Lowell, Dana Hills, Bell, El Modena, Sonoma, Villa Park. Top 125 rider from ea. school qualifies. 30% brass, med. ins. cov. Open 4:30 p.m., race 7. 714/838-3093.

Friday, May 24

CLASS A SPDWY.
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

HIGH SCHOOL MX
Corona Rcw., Corona, CA. North, Corona, Norco, Rubidoux, Notre Dame Hgts. Open 5 p.m., prac. 6, race 7. 714/688-5484.

D-36 NITE SHORT TRACK
Fremont Rcw., Fremont, CA. All classes & minis. Sil. rdd. \$3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

ASCOT GOLD MEDAL HALF-MILE SERIES
Ascot, Gardena, CA. \$2,000 purse each race, plus point fund & contingencies. \$21,000 total for series. Nov/Am/Ex. Open 6:30 p.m., race 8.

AMA PRO TT
\$1500 purse, 13500 Lawnfield Rd., Clackamas, Or. Oregon Sidewinders, 503/659-1022.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac. 6-7, first race 7:30. Members \$5, \$10 Expert, non-members \$2 extra. 100% payback. 714/532-3923.

NITE SHORT TRACK
El Toro Spdwy 1-405 to El Toro exit. Minis thru 350cc. Open 5 p.m., race 7:30. 714/530-0324.

CMC NITE SHORT TRACK
Triple M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rdd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rdd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac. to 6:30. 707/644-0741.

CMC NIGHT MX
Irwindale Rcw., Irwindale, CA. Entry \$5 all classes. 200% pro p.b. Open 4:30 p.m., sign till 6:30, race 7:30. CMC lic. rdd., \$3,000 med. cov. 213/334-4949 or 714/557-3323.

May 25-26

GREENHORN NAT'L. 500 MILE ENDURO
A.M.A. Nat'l. & dbl. D-37 pts. both days. Start in Pasadena area, overnight near Ridgecrest, CA & return to Pasadena. Must be street legal with appr. spark arrestor. 213/332-2091 or 254-2489.

NMA MINI WESTERN REG'L. CHAMP
O.C.I.R., Irvine, CA. Flat track, motocross & mini-speedway. **AMBUSH 300 CROSS COUNTRY**
Pop's Oasis, Jean, Nv. 22 mi. So. of Vegas on I-15. Sign-in & insp. Sat. May 25 11 a.m. - 10 p.m. 6 x 40-50 mi. loops, mass start by class. Two riders per bike. 702/876-1294 or 385-2313.

May 25, 26 & 27

HIGH SCHOOL MX
Giant meet with \$1,000 Taco Bell scholarship as grand prize. Champion Spwy., near Candlestick Park, San Francisco. 916/351-0271.

Saturday, May 25

D-36 NITE SCRAMBLES
Lodi Cycle Bowl, Lodi M.C. Class C traction, all classes & minis. River ins. Sign 5:30 p.m., race 7:30.

RUS DARNELL MX SCHOOL
Indian Dunes, Valencia, CA. limited entry \$15. 9 a.m. to 3:30 p.m. Russ Darnell 14851 Genoa St., Sylmar, CA 91342. 213/367-1722.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. \$5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

CMC SPORTSMAN SHORT TRACK
Cycloland Spdwy., 14 mi. So. of Chico, CA. Hwy. 99 E & Gage Shippee Rd. CMC, D-36 memb. rdd., also 3 plates. Sixth

of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

D-35 SCRAMBLES
Visalia Rodeo Grds., Visalia, CA. Willsons Ramblers 209/752-4288.

A F M A W A R D S BANQUET
Newport Harbor Yacht Club, incl. 1 hr. tour & party aboard Harbor Queen tour boat. Tkts. \$5 ea. from Dick Lewis, 1027 West Bay Ave., Balboa, CA 92661. 714/675-2153.

D-36 SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C traction, all classes & minis. 5 wk. Hi-point trophy after last race June 22. Sign 5:30 p.m., race 8. 408/899-2401.

NITE TT SCRAMBLES
Elsinore Rcw., Elsinore, CA. Sil. rdd., free camping. Beginners classes. Ride \$2.50, watch \$1.50. Sunday practice \$1.50/bike. Open Sat. 5 p.m., sign 6, race 8. 714/826-2386.

MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

AMA PRO JR/NOV HALF-MILE
South Bay Spdwy., Chula Vista, CA. 600 pur. rdd. 714/420-7414.

R.A.C.E. MX
Corona Rcw., Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. Open 8:30 a.m., race 10. 714/735-705.

S.A.M. MX
Saddleback Park, Irvine, CA. No memb., no mail entry. \$6 to race. 2 x 40 min. motos, 100% Ex. p.b. Gates open 7 a.m. 714/979-9233.

D-36 SHORT TRACK
Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C tract., Sil. 92db rdd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-8581.

SHORT TRACK & TT - NITE
Perris Rcw., Perris, CA. Must be over 18 with ID or notarized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

D-36 NITE SCRAMBLES
Fremont Rcw., Durham Rd. off Nimitz Fwy., Fremont, CA. Sil. rdd. Black plate point run. Open 3:30 p.m., race 6:30.

AMA PRO TT
Graham Spdwy., Graham, WA. \$1200 purse. Blue Barons M.C., 744 Violet Meadows, Tacoma, WA. 98444.

May 26-27

TRIALS - TWO DAY
Ft. Huachuca, Az. Ask for map at gate or follow signs. One day at 9000' elev., one day at 5000'. A.T.A. rules. Camping avail., water but no hookups. 10 a.m. start. Entry \$8/\$11 pre/post. P.O. Box 588, Ft. Huachuca, Az., 85613. 602/458-3975.

CMC/BOSS MX GRAND PRIX
Plymouth Rcw., Plymouth, CA. Grand Prize 1974 CZ 250 Radial, plus, contingencies. 2 motos per day. 100% Ex. p.b., 30% brass. Entries limited, Mail 39116 Logan Dr.,

Fremont, CA 94538. 415/796-0195.

Sunday, May 26

ITALIAN 500 MX GP.

SWEDISH 125 MX

AMA 250/500 MX NAT'L. — Louisiana

AMA HALF-MI. NAT'L. — Denver, Co.

ITA TRIALS & SCHOOL

Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m. competition 12 noon, or sign up for trials only at 11:30 a.m., \$5 trials, \$2 school. Box 2313, Orange, CA. 92669.

D-36 MARATHON 200
Two man, one bike. Lined from Hawthorne, NV. 4 x 50 mi. loops. 20% brass, 2 trophies per bike. Fin. pins. Camping but no water. Mail entry only, closes May 20. \$25 per bike, C.D.R.A., Box 742, Babbitt, NV 89416. 702/945-2204.

D-28 ENDURO
Lees Camp, Oregon, Lobos, Inc. 12996 S. Forsythe, Oregon City, Or. 97045. 503/656-5801.

C.T.A. TRIALS & SCHOOL
Escape Country, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials \$5, school \$1.50. C.T.A. P.O. Box 2023, Orange, CA 92669. Sign 8:30 a.m., school 9:30, trail 11:30.

OREGON DESERT 100
Christmas Valley, Or. Entry \$12, sign. Christmas Valley Lodge. 30% brass, start 10 a.m. 503/779-4466.

D-27 SCRAMBLES
Castle Rock Fgds., Castle Rock, WA. Mt. St. Helens M.C. 206/636-4976.

ROAD RACE
— O.M.R.R.A. P.I.R. Delta Park, Portland, Ore. All classes, GP, Prod., Sidcar & Novice/Cafe. Trophies, jackets, oil awards & free beer afterwards. O.M.R.R.A., P.O. Box 13454, Portland, Or. 97213. 503/280-7259.

D-36 MX
Santa Cruz Cnty. Fgds., Hecker Pass Rd., Watsonville, CA. New track, gas avail. 125/250/400/500/Nov/Am/Ex. Ride \$5.50, watch \$2. Sign 6:30 a.m., race 9:30. 408/475-3619.

D 36 MX
Champion Rcw., Hwy 101 nr. Candlestick Pk., San Francisco, CA. Saturday practice. Pre-post entry \$5/\$7. P.O. Box 13127, Sacramento, CA 95815. Open 6:30 a.m., race 9. 916/351-0271.

FLAT TRACK
Fifth mile, Triangle Spdwy., 2 mi. SW of Hermiston, Or. on Westland Rd. Class C traction, cash or trophy. All classes. Prac. Noon, race 1 p.m. 503/567-5744.

CMC MX
Carlsbad Rcw., Carlsbad, CA. 4' brass, med. cov. Pro entry \$12 mail/\$15 post. Jr/Int. \$5/\$10. Open 6:30 a.m., prac 7:30, race 9. CMC lic. rdd. P.O. Box 1402, Costa Mesa, CA 92626. 714/545-8721.

CRC MX
Indian Dunes. 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

D-27 SCRAMBLES
14 mi. No. of White
Salmon, Wa. on Hwy 141.
Drifters MC 206/493-2663.

MOTOCROSS
Moreno Valley M.C. De
Anza Cycle Park, 15 mi. E.
of Riverside on US 60.
Theodore exit, follow
signs. Sign 7:30 a.m., race
9. \$5 all classes, P.O. Box
297, Moreno, CA 92360.
714/653-2633 or
735-1301.

MOTOCROSS
Escape Country,
Trabuco Cyn., CA. Open
7:30 a.m., prac. 8, race
9:30. Membership req'd.
714/586-7964.

D-37/38 MX
Poway, CA follow
arrows from Poway Rd. &
Garden Rd. D-37 & D-38
points event. Open 8 a.m.
714/291-0615.

HIGH SCHOOL MX
Santa Barbara Starters
track, west end of airport,
Santa Barbara, CA. Dos
Pueblos, San Marcos, Sta.
Barbara, Bishop, La
Cuesta, Carpinteria, Santa
Ynez Highs. Ride \$4,
watch 50 cents. Entry
blanks at schools only, no
post entry. First race 10
a.m. 805/967-5313.

DIRT DIGGERS NORTH
TWO DAY TRIAL
CANCELLED

D-36 SCRAMBLES
9600 Pioneer Ave.,
Pioneer Arena, Oakdale,
CA. Open traction, all
classes & minis. Sil. req'd.
Sign 7:30 a.m., prac. 9,
race Noon. 209/869-1457.

CMC/NORCAL MX
Altamont Spdwy.,
Livermore, CA. Grantline
Rd. off Hwy 580 to
Midway Rd. All classes.
Mail entry save \$5 P.O.
Box 3181, Hayward, CA
94544. 30% brass, 150%
Ex. p.b. Open 6:30 a.m.,
race 9. 415/276-4152 or
886-5182.

CMC/CAL CROSS MX
Sunnyvale PAL track,
Hwy 237 to Caribbean Dr.
CMC lic. req'd. Mail entries
save \$5, P.O. Box 1348,
Cupertino, CA 95014.
Open 7 a.m., race 9.
408/732-2752.

AMC MOTOCROSS
Saddleback Pk., Orange,
CA. No mail entry, \$5/\$10
post, non-memb. \$2 extra.
40% brass same day, 100%
Ex. p.b. Open 6:30 a.m.,
prac. 7:30, race 9. Sil. req'd.
714/532-3923.

NRA MX
Valley Cycle Pk.,
Moorpark, CA. 30% brass
same day, 100% Sr. p.b.
No memb. req'd. All classes
714/688-1291.

MOTOCROSS
Rawhide Pk., Elsinore,
CA. \$500 Ex. purse, 4
brass. 714/689-0871.

ROAD RACE SCHOOL
Sacramento Rcw.,
Excelsior Rd. & Hwy 16,
nr. Sacramento, CA. Entry
\$20/\$25 pre/post. Incl.
AFM memb. & rule book.
Send name, addr., ph. for
more info. AFM, P.O. Box
1162, Sacramento, CA
95814. 916/985-4999 or
422-1544.

MINIS TT & FLAT TRACK
TROPHY DASH
Atlantic Park, Garden
Grove, CA. Garden Grove
Fwy to Magnolia exit, S
to Westminster. Mail
address 17092 Santa
Isabel, Fountain Valley,
CA 92708. Sign 9:30 a.m.,
race 10:30 a.m.
714/842-9778.

MOTOCROSS
Peaceful Cove, Idaho, 3
mi. out of Boise, follow
markers from end of
Harrison Blvd. Sign 7:30
a.m., race 10. Owyhee
M.C. 208/375-6863 or
375-1231.

MOTOCROSS
By Desert Phantoms
M.C. at 395 Cycle Park,
Adelanto, CA. No memb.
req'd., 40% brass same day.
2-strokes must have
silencers. Sign 8 a.m.,
714/245-5282 or
245-1221.

D-27 SCRAMBLES
14 mi. No. of White
Salmon, WA. on Hwy 141.
Drifters M.C.
206/493-2663.

CMC/NORCAL MX
Altamont Spdwy.,
Betw. Livermore & Tracy,
CA. Grantline Rd. off US
580 to Midway Rd. All
classes, minis, puff, O.T.
Mail entries save \$5 P.O.
Box 3181, Hayward, CA.
415/276-4152 or
886-5182.

D-35 MX - DBL. PTS.
Spillway Pk., Santa
Maria, CA. Broadway Exit
off Hwy 101. Mini thru
open classes, Entry \$5
incl. ins. Sign 7:30 a.m.,
prac. 9. 805/937-4043.

D-37 HARE & HOUND
"Virgin Run." Master
Links M.C., lured from 4
Corners, 2 x 45 mi. loops,

Trail Nov. 1 loop. 20%
brass, fin. pins, Rescue 3.9
a.m. start. 213/336-7434.

CMC MOTOCROSS
Summit Cycle Pk.,
Hopland, CA. off Hwy.
175. All classes & minis.
cash p.b. to Ex. rider med.
cov. Open 6:30 a.m., race
9:30. Summit MX, 1440 S.
State St., Ukiah, CA
95482. 707/462-1672.

Monday, May 27

CMC MX
Saddleback Park,
Orange, CA. \$2,000 pro
purse. 4' Jr/Int brass.
Entry: Pros \$20/25, Jr/Int.
\$5/\$10 mail/post. Open
6:30 a.m., prac. 7:30, race
9. P.O. Box 1402, Costa
Mesa, CA 92626.
714/545-8721.

HARE SCRAMBLES
Memorial Day meet,
Summit Cycle Pk.,
Hopland, CA. Hwy. 175.
Four mi. + track. LeMans
start. Open 6:30 a.m., race
9:30. 707/462-1672.

HIGH SCHOOL MX
Carlsbad Rcw.,
Carlsbad, CA. Palomar
Airport Rd. San Diego &
Orange County Students
contact - your A.S.B. or
check local cycle shops for
entry. Pre/Post entry
\$7/\$10. Bob Kendrick,
3557 Monroe, Carlsbad,
CA 92008. 714/724-8091
or 729-6482.

AMA NOV/JR
HALF-MILE
Albany Cnty. Fgds.,
Laramie, Wyo. \$600 purse.
Laramie Dirt Riders
307/742-3811.

MARATHON
Fremont Rcw.,
Fremont, CA. \$6/team.
Open 8:30 a.m., first race
9:30.

D-27 SCRAMBLES
14 mi. No. of White
Salmon, Wa. on Hwy 141.
Drifters MC 206/493-2663.

PONDEROSA "50"
HARE SCRAMBLES
E. of Lancaster, CA on
Ave J. 7 x 7 mi. loops. \$8
entry, 10 a.m. start.
213/367-2907 or
324-4747.

MOTOCROSS
De Anza Pk., E. of
Riverside on Hwy 60,
Theodore exit. Memorial
Day MX, 100% trophies.
Sign 7 a.m., race 9.
714/653-2633 or
735-1301.

May 28-June 7

ISLE OF MAN
CLASSICS

Tuesday, May 28

CLASS A SPEEDWAY
Ventura Co. Fgds., off
Ventura Fwy. Open 6:30
p.m., race 8:15.

EIGHTH MILE
SHORT TRACK
Peaceful Cove, Idaho. 3
mi. out of Boise, follow
markers from end of
Harrison Blvd. \$6 entry all
classes. Sign 3-6 p.m., race
8. Owyhee M.C.,
208/373-6863 or
375-1231.

Wednesday, May 29

SPEEDWAY
OCIR, Irvine, CA. 8
p.m. start. Also Saturday
Stu Morley Spdwy. Scho.
714/838-3093.

CMC NITE MX
South Bay Pk. Spdwy.,
Otay Mesa, Chula Vista,
CA. 200% p.b. to pros.
Sign 4:30 p.m., race 7:30.
714/420-7414.

NITE FLAT TRACK, TT
Corona Rcw., Corona,
CA off Hwy 91. Open 5:30
p.m., prac. 6:30, race 7:30.
Sandak 714/970-5220.

CMC NITE MX
Ascot, Gardena, CA.
Rider med. cov. 200% pro
p.b., Jr/Int. ride 3 motos,
mini class (-16). \$5 entry
at track. Pits open 4:30
p.m., prac. 7, race 7:30.
213/321-1610 or
323-9710.

NITE SHORT TRACK
El Toro Spdwy 1-405 to
El Toro exit. Minis thru
350cc, Open 5 p.m., race
7:30. 714/530-0324.

Thursday, May 30

HIGH SCHOOL MX
SUPERBOWL QUALIFI.
OCIR, Irvine, CA.
Monroe, Wilson LB,
Western, Katella. Top 125
rider from ea. school
qualifies. 30% brass, med.
ins. cov. Open 4:30 p.m.,
race 7. 714/838-3093.

NITE MX
Portland Int'l. Rcw.,
West Delta Pk., Portland,
Ore. Sil. req'd.
503/285-6635.

R.A.C.E. NIGHT MX
Corona Rcw., Corona,
CA. Hwy 91 to Pierce, Rt.
to Magnolia, Rt. again to
Buchanan, to track. Open
5:30 p.m., race 7:30.
714/735-1705.

CLASS A SPDWY.
Irwindale Rcw.,
Irwindale, CA. Spectators
\$3/\$2/\$1 Adults/Juniors/
Kids. Under 8 free.
Program begins 8 p.m.

CMC NITE TT
& HALF-MILE
Ascot, Gardena, CA.
200% pro p.b., rider med.
cov., mini class (-16). Class
C tires & leathers req'd. for
half mi. \$5 entry at track.
Pits open 4:30 p.m., prac.
6, race 7:30.
714/545-8721.

Friday, May 31

AMA REGIONAL TT
Clackamas Ore. 13500
Lawnfield Rd. Entries
close May 10. Race 7 p.m.
CN Conting'cy. \$25 to
1st/2nd/3rd ea. class final.

HIGH SCHOOL MX
Corona Rcw., Corona,
CA. Palm Sprrs.,
Bloomington, Colton,
Arlington, Ramona Highs.
Open 5 p.m., prac. 6, race
7. 714/688-5484.

CLASS A SPDWY.
Orange County Fgds.,
Costa Mesa, CA. Open
6:30 p.m., race 8:15.

D-36 NITE
SHORT TRACK
Fremont Rcw.,
Fremont, CA. All classes &
minis. Sil. req'd. \$3 ride or
watch. Open 3:30 p.m.,
prac. 5, race 6:30.
415/327-4461.

ASCOT GOLD MEDAL
HALF-MILE SERIES
Ascot, Gardena, CA.
\$2,000 purse each race,
plus point fund &
contingencies. \$21,000
total for series.
Nov/Am/Ex. Open 6:30
p.m., race 8.

AMC NIGHT MX
Orange County
International Raceway,
Irvine, CA. Open 5 p.m.,
prac. 6-7, first race 7:30.
Members \$5, \$10 Expert,
non-members \$2 extra.
100% payback.
714/532-3923

CMC NITE
SHORT TRACK
Triple M Spdwy.,
Marysville, CA. Leathers,
silencers, Cl. C traction,
CMC lic. req'd. All classes.
Sign 5:30 p.m., race 8.
916/674-3547.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo,
CA. Class C traction, sil.
req'd. 92db limit, meter on
grounds. Minis, too. Sign 5
p.m., prac. to 6:30.
707/644-0741.

CMC NIGHT MX
Irwindale Rcw.,
Irwindale, CA. Entry \$5 all
classes. 200% pro p.b.
Open 4:30 p.m., sign till
6:30, race 7:30. CMC lic.
req'd., \$3,000 med. cov.
213/334-4949 or
714/557-3323.

AME NITE MX
Indian Dunes, Valencia,
CA. International Course.
First race 8 p.m.
805/259-8000.

D-35 SCRAMBLES
Porterville, CA., cor.
Olive St. & Doyle St.
805/784-4564.

NMA NITE MINI MX
Indian Dunes, Valencia,
CA. Sign 6:30 p.m.

June 1-2

D-37 VIEWFINDERS GP
Indian Dunes, Valencia,
CA. Entries open Apr. 1,
watch for Cycle News ad
with official Viewfinders
entry, or use D-37 entry
blank. \$10 & 2 SASE to
899 Darrell St., Costa
Mesa, CA 92627. All
classes plus minis, hacks,
puff. 714/645-4178.

PONDEROSA HARE
SCRAMBLES
E. of Lancaster, CA on
Ave J. 3 x 7 mi. loops, 40%
brass, patches. Beg. & O.T.
\$6 entry, 10 a.m. start.
213/367-2907 or
324-4747.

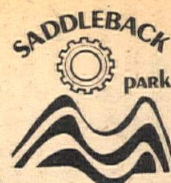
Saturday, June 1

D-36 SCRAMBLES
M.O.R.E. BENEFIT
Lodi Cycle Bowl, Lodi,
CA. All classes & minis.
Class C traction, silencers,
3 plates req'd. Archie Clark
Memorial. Spl. Events:
Destination Poker Run,
D-36 Plate race, Puff
Exhibition, cash drawing.
\$3.50 ride/\$2.50 watch.
Sign 4 p.m., race 7.
415/477-8524 or
368-7182.

MOTOCROSS
Escape Country,
Trabuco Cyn., CA. Open
7:30 a.m., prac. 8, race
9:30. Membership req'd.
714/586-7964.



Race the fantastic Saddleback track backwards May 26th



1-45 minute moto

2' Trophies to all 1st place winners

40% Trophies - 110% payback to Experts

Gates open: 6:30 a.m.; Prac: 7:30-8:30, 1st race: 9

Three number plates and Silencers Req'd.

\$5. regulars, \$10. Experts, Non-members \$2. extra

INFO: 714-532-3923

DESERT Team Race - June 2

40% Trophies

photos Lucerne photos

2 riders on 1 or 2 bikes

6x20 miles

BEGINNER-NOVICE

Schoolboy (under 16)

Veterans (+35)-P.Puff & Minibikes

9 a.m. start

Entry fee: \$8 per rider, (\$7 members)

2 Trophies per team

No Membership Required

CRC
714-688-1291

DRA

Desert Racing Assoc.
Presents

THE IRON MOUNTAIN SNAKE CHASE June 2nd

2-30 mile loops - Hare Scrambles

Beg-Nov-Am-Ex

20% Brass; Pins & Points

\$75. 1st Ex; \$50. 1st Am; \$25. 1st Nov;

PLUS \$25 to 1st 0-200 and 250 & Open

No money to Pie Plate riders.

9 AM Start

17 mi. no. Adelanto on 395. Stat

communications, Ambulance,

Catering & Photos

Info: 714-373-4647

Half-Mile and TT

Every Sat. Night

South Bay Speedway

June 8th CMC Sanctioned

125-250-500-Open Classes

Jr-Int-Expert

Pits open 4:30 - First Race 7:30 p.m.

\$5.00 Entry

Pit and Stand Admission

\$3.00 Adult - \$2.00 ages 13-17

\$1.00 8-12 - Under 8 free

For info call (714) 420-7414

ENDURO

ROAD RUNNER II

Family Enduro

June 9 - Red Mountain

7 a.m. start

20% Trophies - Finisher Pins

65 miles - 1st loop easy,

2nd loop challenging

A, B & C riders welcome.

P.Puffs & Mini 1st loop only

(40% Trophies)

All Family type teams &

buddy-up - no extra charge.

2 & 3 man teams, add \$1 extra

per rider.

Mail entry \$8.50, Post entry \$10.00.

Mail entry with two legal size self

addressed stamped envelopes to: CRC,

6625 Dorinda, Riverside, CA 92503.

CRC
714-688-1291

CRC Motocross

May 26

Indian Dunes

June 2 - Rawhide

June 9 - Valley Park

June 16 - Carlsbad

40% Trophies - same day

Beg-Nov-Int-Ex

Schoolboy (under 16)-Veterans (+35)

P. Puff & Minibikes

Prac: 8 a.m. - 1st race: 9:30

No Membership Required

213 830-7519

NRA MOTOCROSS

May 26 - Valley Cycle Park

all classes - 30% Trophies same day

PHOTOS

Prac: 8 a.m.; 1st race 9:30.

No Membership Required.

714 688-1291

Race Schedule

May 26 - Saddleback

June 2 - Carlsbad

June 9 - Saddleback

June 16 - Rawhide

Info: 714-532-3923



Saddleback Assoc. of M/Cyclists

MX EVERY SATURDAY

3:20 min motos Int-Ex 2:40

min motos. No mail entry. No

membership req'd. Just \$6 to

race. Gates open 7. Experts

\$10 entry, 100% payback.

(714) 979-9233.

CALENDAR

TRAIL RIDING SCHOOL

Saddleback Park, Santiago Cyn. Rd. E. of Orange, CA. Basic trail riding techniques taught by Chuck Minert. \$15 tuition + gate, 10 a.m. start. Lim. 20 riders per day. Send entry & date desired to P.O. Box 3371, Whittier, CA 90605.

D-36 NITE SCRAMBLES

Happy Valley Rcw., So. of Redding, CA. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 5:30 p.m., race 8. Shasta M/C 916/241-7724.

AMA PRO TT

Castle Rock Fgds., Castle Rock, WA. \$900 purse. Mt. St. Helens MC 206/636-4976.

NIGHT INDOOR MX

Spring Creek Horse Palace, Elko, Nv. Trail-125-250-Open, 4. berserko motos. Deep wet sand surface. Sign 7 p.m., race 8. 702/738-7733.

D-35 SCRAMBLES

Santa Maria Spdwy., San Luis Slyders 805/772-3694.

D-35 MX

Madera, CA. Pathfinders MC 805/226-4939.

MOTOCROSS

Carlsbad Rcw., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

S.A.M. MX

Saddleback Park, Irvine, CA. No memb., no mail entry. \$6 to race. 2 x 40 min. motos, 100% Ex. p.b. Gates open 7 a.m. 714/979-9233.

SHORT TRACK & TT - NITE

Perris Rcw., Perris, CA. Must be over 18 with ID or notarized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

CMC NITE HALF-MI. & TT

South Bay Spdwy., Otay Mesa, Chula Vista, CA. 125, 250, 500, Open Jr/Int/Ex. \$5 entry. Open 4:30 p.m., race 7:30. 714/420-7414.

MOTOCROSS

De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

NITE TT SCRAMBLES

Elsinore Rcw., Elsinore, CA. Sil. rqd., free camping. Beginners classes. Ride \$2.50, watch \$1.50. Sunday practice \$1.50/bike. Open Sat. 5 p.m., sign 6, race 8. 714/826-2386.

D-36 SHORT TRACK

Monterey Cnty. Fgds., Monterey, CA. Class C traction, all classes & minis. 5 wk. Hi-point trophy after last race June 22. Sign 5:30 p.m., race 8. 408/899-2401.

HIGH SCHOOL MX SUPERBOWL QUALIFI.

OCIR, Irvine, CA. Costa Mesa, Cal./Whittier, La Mirada, Alta Loma. Top 125 rider from ea. school qualifies. 30% brass, med. ins. cov. Open 4:30 p.m., race 7. 714/838-3093.

CMC SPORTSMAN SHORT TRACK

Cycleland Spdwy., 14 mi. So. of Chico, CA. Hwy. 99 E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., race 7, race 8. 916/342-9302.

R.A.C.E. MX

Corona Rcw., Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. Open 8:30 a.m., race 10. 714/735-1705.

Sunday, June 2

BRITISH 250 MX GP - Portsmouth

DANISH 500 MX GP - Nissebjerg

FINNISH 125 MX

W. GERMAN TRIALS RND.

AMA NATIONAL ROAD RACE - Road Atlanta, Ga.

SRA ENDURO

Spring Fling, lined No. of Red Mtn., CA. A & B riders go 75 mi., C go 2 loops, puff & minis go one. Pins, goodies, 20% brass. 2. SASE & \$7 to SRA, Box 3882, Torrance, CA 90510. 213/320-1015.

SRAC MX

Berthoud, Co., 40 mi. No. Denver on I-25. 30% brass. Ex. cash. 303/494-7303.

CRC DESERT TEAM RACE

Lucerne, CA. 40% brass. 2 riders may ride 1 or 2 bikes. All classes, no memb. rqd. 714/688-1291.

TRA BENEFIT SHORT TRACK

Benton Ln. Pk., Hwy. 99 W., Corvallis, Or. Benefit Childrens Hospital School. Rain date, June 9. Sign 11 a.m., prac. Noon, race 1 p.m. 503/344-9401.

DRA HARE SCRAMBLES

"Iron Mountain Snake Chase." Adelanto, CA. 2x30 mi. loop, 20% brass, cash, pins. SCAT comm., amb. 9 a.m. start. 714/373-4647.

MOTOCROSS

De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS

Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

AFM ROAD RACE

Ontario Mtr. Spdwy., Ontario, CA. All classes, Prod., GP, Sidecar, Superstreet/Cafe. Entry \$15 solo/\$20 sidecar, \$5 ex. bike. AMF card rqd., sign 8 a.m., prac. 9, race 1 p.m. 714/675-2153 or 213/447-7332.

WSRA SHORT TRACK

Plumas Cnty. Fgds., Quincy, CA. 3/8 mi. banked oval. Sign 1 p.m., prac. 2:30, race 4. 702/322-8083 or 329-7738.

TRIALS ATA/PITS

2nd Round of Calif. State Championship. Rawhide Pk., Hwy 74 btw. Perris & Elsinore. Gate \$3/bike. Entry \$4. Free camping. Sign 8 a.m., ride 9.

MOTOCROSS

Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race \$4 incl. amb. fee, watch \$1.50/\$5.00. Start 9 a.m. 714/377-4619.

MINIS TT & FT TROPHY DASH

Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit. So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

AME MX

Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

NMA MINIS

Indian Dunes, Valenica, CA. Sign 8:30 a.m.

CMC MOTOCROSS

Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

D-36 MOTOCROSS

T-Car Spdwy., So. of Carson City, Nv. behind Stewart Indian School. Pre/post entry \$5.50 & \$7.50 incl. ins. Plenty gas & camping OK. T-Car, P.O. Box 290, Carson City, Nv. 89701. 702/882-5030.

MOTOCROSS

Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx. 4 mi. 33% brass to Spstmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

CRC MOTOCROSS

Rawhide Park, 40% trophies same day. No membership req'd. All classes. Info: 213/830-7519 or 714/688-1291.

D-36 MX

World Champion Rcw., San Francisco, CA. near Candlestick Park. All classes. Sil. & Spark arr. rqd. Ride \$5, watch \$2.50, kids free. Sign 6:30 a.m., race 9. 916/351-0271.

AME MOTOCROSS

Spillway Pk., Santa Maria, CA. 100% p.b. Ex. Mail entry save \$5 3292 Ferndale Dr., Santa Maria, CA 93454. Sign 7:30 a.m., prac 9. 805/937-4043.

MOTOCROSS

Lake Delores, CA. 15 mi. past Barstow on Vegas Fwy., Rt. on Minneola Rd. 33% brass, all classes. Camping. Sign 8 a.m., race 10. 714/252-2553 or 252-2070.

FIELD MEET

"Do It In The Dirt" Day, Saddleback Pk., Orange, CA. OCMC Dirs. Assn. 714/642-4343.

TV FILM

KTTV Ch. 11. Los Angeles area. Will screen Pete Starr's Bad Rock Two Day film (excellent color, enduro-type footage & bitchin' banjo background) at 9:30 local time.

Monday, June 3

PRE-ENTRIES CLOSE

For Inter-AMA MX, Widomaker Pk., Salt Lake City, Ut., June 30. Post Entry fee \$25.

Tuesday, June 4

CLASS A SPEEDWAY

Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

EIGHTH MILE SHORT TRACK

Peaceful Cove, Idaho. 3 mi. out of Boise, follow markers from end of Harrison Blvd. \$6 entry all classes. Sign 3-6 p.m., race 8. Owyhee M.C., 208/373-6863 or 375-1231.

Wednesday, June 5

NITE SHORT TRACK

El Toro Spdwy I-405 to El Toro exit. Minis thru 350cc, Open 5 p.m., race 7:30. 714/530-0324.

SPEEDWAY

OCIR, Irvine, CA. 8 p.m. start. Also Saturday Stu Morley Spdwy. Scho. 714/838-3093.

NITE FLAT TRACK, TT

Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. Sandak 714/970-5220.

CMC NITE MX

Ascot, Gardena, CA. Rider med. cov. 200% pro p.b., Jr/Int. ride 3 motos, mini class (-16). \$5 entry at track. Pits open 4:30 p.m., prac. 7, race 7:30. 213/321-1610 or 323-9710.

Thursday, June 6

CMC NITE TT & HALF-MILE

Ascot, Gardena, CA. 200% pro p.b., rider med. cov., mini class (-16). Class C tires & leathers rqd. for half mi. \$5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 213/321-1610 or 323-9710.

NITE MX

Portland Int'l. Rcw., West Delta Pk., Portland, Ore. Sil. rqd. 503/285-6635.

CLASS A SPDWY.

Irwindale Rcw., Irwindale, CA. Spectators \$3/\$2/\$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

R.A.C.E. NITE MX

Corona Rcw., Corona, CA off Hwy 91. Open 5:30 p.m., prac. 6:30, race 7:30. 714/970-5220.

HIGH SCHOOL MX SUPERBOWL QUALIFI.

OCIR, Irvine, CA. Upland, Mayfair, Canyon, Aviation. Top 125 rider from ea. school qualifies. 30% brass, med. ins. cov.

Open 4:30 p.m., race 7. 714/838-3093.

Friday, June 7

AMA PRO TT

\$1500 purse, 13500 Lawnfield Rd., Clackamas, OR. Oregon Sidewinders, 503/659-1022.

CLASS A SPDWY.

Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

D-36 NITE SHORT TRACK

Fremont Rcw., Fremont, CA. All classes & minis. Sil. rqd. \$3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

CMC NITE SHORT TRACK

Triple-M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rqd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

D-36 SCRAMBLES

Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac. to 6:30. 707/644-0741.

CMC NIGHT MX

Irwindale Rcw., Irwindale, CA. Entry \$5 all classes. 200% pro p.b. Open 4:30 p.m., sign til 6:30, race 7:30. CMC lic. rqd., \$3,000 med. cov. 213/334-4949 or 714/557-3323.

NMA NITE MINI MX

Indian Dunes, Valencia, CA. Sign 6:30 p.m.

Saturday, June 8

AMA NAT'L HALF-MI. - Louisville, Ky. (nite)

TRAIL RIDING SCHOOL

Saddleback Park, Santiago Cyn. Rd. E. of Orange, CA. Basic trail riding techniques taught by Chuck Minert. \$15 tuition + gate, 10 a.m. start. Lim. 20 riders per day. Send entry & date desired to P.O. Box 3371, Whittier, CA 90605.

AMA PRO TT

\$1200 purse, Graham, WA. Blue Barons MC, 774 Violet Meadows, Tacoma, WA 98444.

D-36 SHORT TRACK

Monterey Cnty. Fgds., Monterey, CA. Class C traction, all classes & minis. 5 wk. Hi-point trophy after last race June 22. Sign 5:30 p.m., race 8. 408/899-2401.

NITE TT SCRAMBLES

Elsinore Rcw., Elsinore, CA. Sil. rqd., free camping. Beginners classes. Ride \$2.50, watch \$1.50. Sunday practice \$1.50/bike. Open Sat. 5 p.m., sign 6, race 8. 714/826-2386.

CMC NITE HALF-MI. & TT

South Bay Spdwy., Otay Mesa, Chula Vista, CA. 125, 250, 500, Open Jr/Int/Ex. \$5 entry. Open 4:30 p.m., race 7:30. 714/420-7414.

SHORT TRACK & TT - NITE

Perris Rcw., Perris, CA. Must be over 18 with ID or notarized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

AMA SCRAMBLES

Clackamas, Or., 13500 Lawnfield Rd. 100, 200, 250, 500 classes. Med. ins. cov. Pit gate closes 6:45 p.m., race 7. Oregon Sidewinders 503/659-1022 or 632-3857.

INDOOR SHORT TRACK

Klamath County Fgds., Klamath Falls, Or. Class C traction, silencers, 3 plates rqd. Open 4:30 p.m., prac. 5, race 6:30. 503/882-8571.

MOTOCROSS

Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

HIGH SCHOOL MX SUPERBOWL QUALIFI.

OCIR, Irvine, CA. San Pedro, Marshall (LA), Fairfax. Top 125 rider from ea. school qualifies. 30% brass, med. ins. cov. Open 4:30 p.m., race 7. 714/838-3093.

MOTOCROSS

De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS

Carlsbad Rcw., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

CMC SPORTSMAN SHORT TRACK

Cycleland Spdwy., 14 mi. So. of Chico, CA., Hwy. 99 E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

D-35 SCRAMBLES

Tulare Fgds., Tulare, CA. Tulare Trackmasters, 805/688-2371.

D-36 SHORT TRACK

Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C tract., Sil. 92db rqd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-8581.

Sunday, June 9

CLASS C HILLCLIMB

\$400 purse, Chelalis, WA. Northwest Chain Climbers, 503/289-7041.

MOTOCROSS

Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

MOTOCROSS

De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. \$5 all classes. 714/653-2633 or 735-1301.

D-36 MX

World Champion Rcw., San Francisco, CA. near Candlestick Park. All classes. Sil. & Spark arr. rqd. Ride \$5, watch \$2.50, kids free. Sign 6:30 a.m., race 9. 916/351-0271.

CMC MOTOCROSS

Carlsbad Rcw., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA, 92626.

D-36 SPORTSMAN HALF-MILE

Napa Cnty. Fgds., Calistoga, CA. Nov/Jr/Ex, max entry 350 riders. Pre/post entry \$4.50/\$6.00. Aragon Ent., 105 Ross St., No. 7, San Rafael, CA. 94901. Open 7 a.m., prac. 10, race 1 p.m.

DRAG HILLCLIMB

De Anza Pk., E. of Riverside on Hwy 60, Theodore exit. Easy hill, stock & modified classes. Free camping. Sign 7-9 a.m. 714/653-5840 or 653-2633.

TT

6 mi. E. of Kingman, Az. on Hwy 66 & Diagonal Wy. 33% brass, \$4 entry. Sign 10 a.m., race noon. 60

ACA ROAD RACE
Carlsbad Rcw.,
Carlsbad, CA. All classes,
Prod, Jr/Sr GP. Entry \$10,
\$5 ex class. Sign 8:30 a.m.
714/524-6984.

D-26 SCRAMBLES
Hot Sprrs., Ut., 1-15 6
mi. No. of Ogden. Ogden
Cycle Assoc. 621-2139.

A.C.E. HALF-MILE
Surrey Fgds.,
Cloverdale, B.C., Canada.
\$2100 purse, lap money.
360 Nov., 750 Jr/Ex. No
memb. reqd., \$10,000 med.
D/D cov. Class "C"
Traction, silencers, AMA
rules. Open 8 a.m., prac.
10, race 1 p.m.
604/321-1424.

ROAD RACES
Phoenix Rcw., 22 mi.
NW of Phoenix, AZ., Grand
Ave. Hwy 60-70. 1 1/2 mi.
12-turn course. Prod. &
Mod. classes. Prac. 10
a.m.-1 p.m., first race 1:30.
602/931-0727 or
602/265-4228.

C.T.A. TRIALS
& SCHOOLS
Saddleback, CA.
Beginner/Novice classes.
Enduro bikes OK, trials
bike better. Trials \$5,
school \$1.50. C.T.A. P.O.
Box 2023, Orange, CA
92669. Sign 8:30 a.m.,
school 9:30, trial 11:30.

NMA MINIS
Indian Dunes, Valenica,
CA. Sign 8:30 a.m.

MOTOCROSS
Peaceful Cove, Idaho, 3
mi. out of Boise, follow
markers from end of
Harrison Blvd. Sign 7:30
a.m., race 10. Owyhee
M.C. 208/375-6863 or
375-1231.

Monday, June 17

PRE-ENTRIES CLOSE
For Mid-Ohio
Inter-AMA MX, Lexington,
Ohio. Post entry \$25. Mail
Entry \$12 to AMA, P.O.
Box 141, Westerville, Ohio
43081.

Saturday, June 22

BENEFIT TT
Corona Rcw., Corona,
CA. Benefit Cnty Juvenile
Hall Auxilliary. All classes,
minis, OT's, hacks, puff.
Minis sign 3-5 p.m., race
5:30. All others sign 5-7
p.m., race 7:30.
714/687-1373 or
687-3674.

AMA PRO TT
\$1200 purse, Graham,
WA. Blue Barons MC, 774
Violet Meadows, Tacoma,
WA 98444.

Sunday, June 23

D-27 SCRAMBLES
Brush Prairie, WA.
Lucky Spokes MC, P.O.
Box 2062, Vancouver, WA
98661.

D-26 MX
1/2 mi. No. of Green
Rvr., Utah. Green Rvr.
Jeep Posse 564-9671.

ROAD RACE SCHOOL
Sacramento Rcw.,
Excelsior Rd. & Hwy 16,
nr. Sacramento, CA. Entry
\$20/\$25 pre/post. Incl.
AFM memb. & rule book.
Send name, addr., ph. for
more info. AFM, P.O. Box
1162, Sacramento, CA
95814. 916/985-4999 or
422-1544.

June 29-30

MAMMOTH MTN. MX
Mammoth Lakes, CA.
Jrs., 2 x 20 min. motos
Sat., Srs., 3 x 30 min.
motos Sun. See ad for
official entry blank. \$5000
purse.

MINI WORLD
MX, TT, FT
Corona Rcw., Corona,
CA. All classes incl.
mini-speedway, pee wees,
100-125cc motorcycles.
Entry \$8/\$20 mail/post.
MWRC, 17612 Webster
Ave., Irvine, CA. Sign 7
a.m., race 10.
714/552-7643.

Sunday, June 30

ACA ROAD RACE
Riverside, CA. All
classes, Prod., Jr/Sr GP.
Entry \$10, \$5 Ex classes.
Sign 8:30 a.m.,
714/524-6984.

WIDOWMAKER
INTER-AMA MX
Widowmaker Cycle
Park, Salt Lake City, Utah.
250cc Int'l. & 125cc Nat'l.
Championship, \$14,500
posted awards. 125's 3 x
20 min. motos, 250's 2 x
40 min. motos.

July 3-7

CYCLERAMA '74
Seven State M.C.
Championships, Kansas
City, Mo. 20 events in 5
days: MX, Short Track,
Trials, Poker Run Enduro,
Field Meet. Riders from all
states eligible. Inter-AMA
MX final day.
816/254-2407.

July 6-7

FIRECRACKER DOUBLE
ENDURO
M.O.R.E. Benefit, Sat.
33 mi. family run, Sun.
D-37 Enduro. See separate
listings in Calendar.

Saturday, July 6

FIRECRACKER
FAMILY ENDURO
M.O.R.E. Benefit,
Lucerne Valley. 33 easy
miles, post entry OK. Mail
entry for early start. \$4.50
single or \$12.50 family.
Send names with 1 SASE
to CTR, 7859 Quimby
Ave., Canoga Pk., CA
91304. First rider out 9
a.m. 714/639-2666,
213/346-7168 or
805/497-2057.

Sunday, July 7

D-37 FIRECRACKER
ENDURO
M.O.R.E. Benefit,
Lucerne Valley, 95 mi.
D-37 entry form, \$7.50 (3
man teams add \$1 ea.)
with 2 SASE to CTR, P.O.
Box 147, Newbury Park,
CA. 91320. 714/639-2666,
213/346-7168 or
805/497-2057.

BALDWIN
INTER-AMA MX
Baldwin MX Park,
Lawrence, KS. 250cc Int'l.
& 125cc Nat'l.
Championship. \$15,000
posted awards. 125's 3 x
20 min. motos, 259's 2 x
40 min. motos.

Sunday, July 14

URA ENDURO
"Early Banana" limed
from No. of Mojave Hwy
14 & Randsburg Rd. 50
mi. family 1st loop, 2nd
harder. Early start 6 a.m.
Mail entry \$8.50, 2 SASE
to URA, 6600 Gerald Ave.,
Van Nuys, CA 91406.
213/787-5208, 988-2967
or 421-9179. Silencers
Reqd.

BIGGIES

1974 AMA National Championships

5/26 HM Denver, CO
6/2 RR Gainesville, GA
6/8 HM Louisville, KY
6/16 RR Loudon, NH
6/23 HM Columbus, OH
7/7 M San Jose, CA
7/13 TT Castle Rock, WA
7/20 TT Gardena, CA
7/28 RR Monterey, CA
8/4 HC Muskegon, MI
8/9 ST Hinsdale, IL
8/11 HM Terre Haute, IN
8/18 TT Peoria, IL

1974 AMA National Enduros

5/25-26 Greenhorn
Pasadena, CA
5/26 Little Burr
Columbus, OH
6/9 Lonesome Pine
Bristol, VA
6/16 Porcupine
Vath, MI
6/23 Straight Arrow
St. Paul, Minn.
8/11 Little Harpeth
Nashville, TN
9/1 100 Mi. RMEA
Denver, CO
9/7-8 Jack Pine
Lansing, MI
9/15 Kaw Valley
Lawrence, KS
9/22 Alpine, NY
10/6 Black Coal
Evansburg, IN
10/13 100 mi.
Central Village, CT
10/27 Cotton Boll
Amarillo, TX
11/3 125 Mi. Checkpt. MC
Whittier, CA
11/10 125 Mi.
Cadiz, KY
11/7 125 Mi.
Tulsa, OK
11/24 125 Mi. Perry Mtn.
Maplesville, AL
12/1 Steel Helmet
Potosi, Mo.



South Bay Park Speedway

presents

Every Wednesday MOTO-CROSS

Starting May 8th Jr. & Inter Classes ride 3 motos

*NEW, FREE GRANDSTANDS
*Minicycle class — Under 16 years old

200% Payback to Professionals

\$5.00 Entry fee — Entries bought at track night of event

—4:30 pit gate opens — 6:30 sign-up closes

—6:30 Spectator gates open — 6-7 Practice

—7:30 First Jr. race

\$3.00 — ADULTS; \$2.00 — 13-17yrs; \$1.00 — 8 to 12 yrs. Includes Pit Pass

To Raceway: Take Main St. Exit in Chula Vista off I-5 —
Go West on Main St. 10 miles — End of Brown Field Airport
SANCTIONED BY CONTINENTAL MOTO-SPORT CLUB

MX at Rawhide

Sunday, May 26th

4 foot Trophies

\$500.00 Expert purse

100% payback to
all Experts

New minicycle motocross
track opens June 2

Rawhide Park

on Hwy 74 between

Elsinore & Perris

2 1/2 miles from Hwy. 71

Open riding every day.

Every Friday Night Motocross O.C.I.R.



IRWINDALE RACEWAY EVERY FRIDAY NIGHT MOTOCROSS



Orange County Dealers Association

presents

"DO IT IN THE DIRT DAY"

Saddleback Park
June 2nd 9 a.m.

Super Fun Family Day

Free food, contests, prizes,
huge dirt bike show. Pick
up entries at your local
participating Orange
County dealers.

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7 a.m. 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000



FREE CALENDAR LISTING

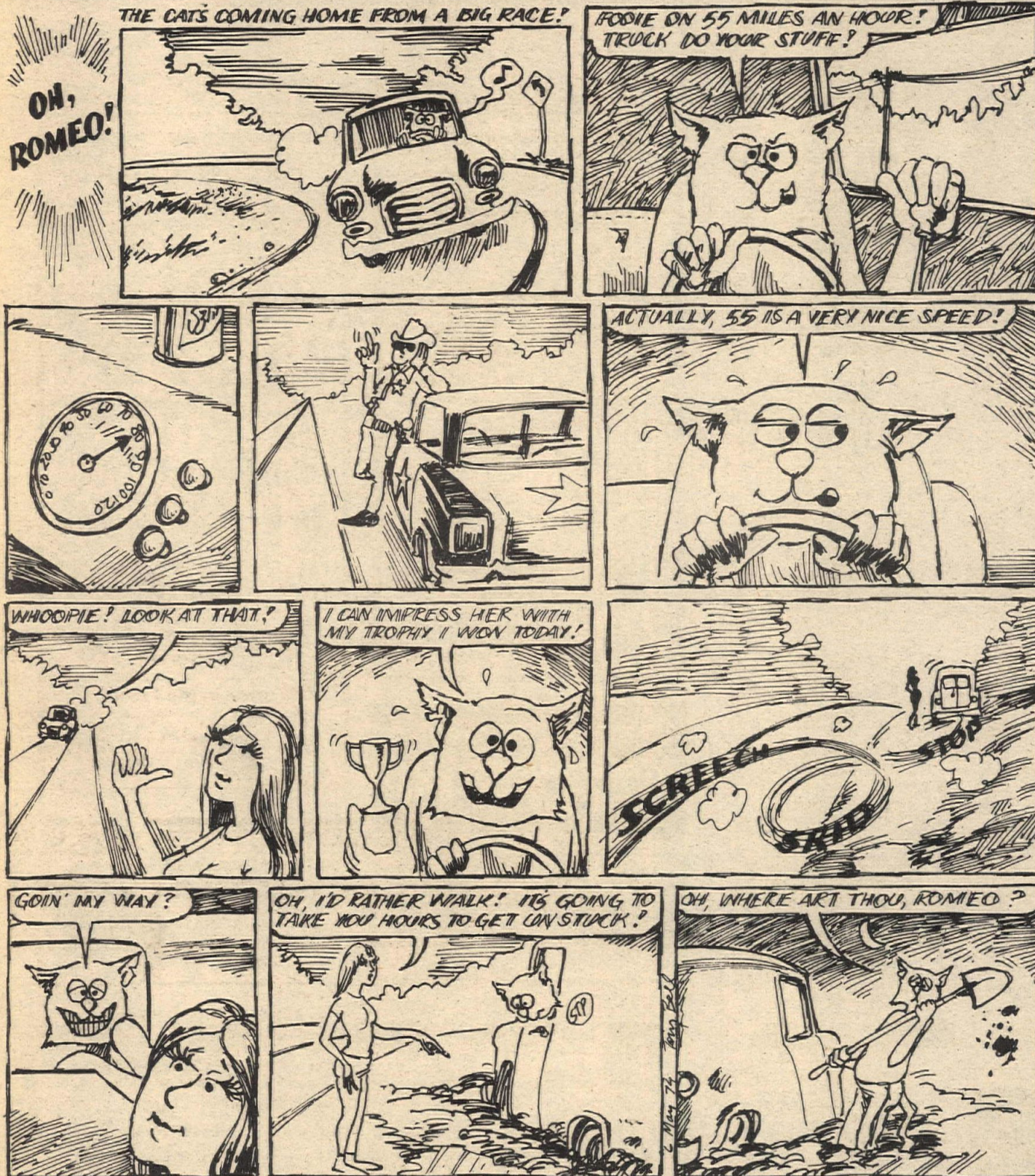
All events must be received by
noon Thursday to appear in the
upcoming week's Cycle News. No
listings can be accepted by phone.
Fill out blank at right and mail to:
Cycle News CALENDAR, P.O.
Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your
name and phone number (so we can check back
with you) and mail it in plenty of time for it to
reach us by noon Thursday, in order for it to

appear in the next week's Calendar section. The
more weeks it runs, the better you look — so get
it in early! No phone calls, please. We can only
guarantee accuracy on items we get in writing.

Date of Event	Time of event
Type of event (TT, MX, Enduro, etc.)	
Entry fee	Sanction
Location	
Mailing address	
How to get there	
Additional information	
Your name	Number to call for info (with area code)

the continuing adventures of Motocross Cat Tony Bell



AMC night MX

By Tom Corley

IRVINE, CAL., MAY 10
Bruce Baron (Yam) jetted to the front of the pack as he took command of the first 250 Expert moto. The biggest stars of this class lately have been Mike Stearns (Kaw) and Mike McGowen (Kaw) but this time they were snuffed back to second and third after a close battle.

Baron was on Morris Malone's Maico knobs when he came to the first jump and his chain derailed. Marty Moates wicked his super Honda for second over Stearns and McGowen.

McGowen was cranking on the throttle in the final moto so hard that his silencer cracked off and his left shock came unbolted. Moates was super aggressive and streaked to second over Morris "Bud" Malone. The big bucks were into the hands of McGowen, Malone and Moates in that order.

Mackel Triumphs over DeAnza hill

By Ann A Powell

SUNNYMEAD, CAL., MAY 12

The sky was overcast, the threat of rain was very obvious, and the air was really cold and damp. On top of that, it was Mother's Day! But did that hold back the hillclimbers? You bet your helmet it didn't! A field of 100 braved the elements and the wrath of ignored Mothers to climb the big hill at De Anza Cycle Park. They were rewarded by an exciting day, and a sun that put in a spectacular appearance about 10:30 a.m.

Despite all the moistness in the air and the efforts of the DeAnza watering crew, the hill was something to behold. It was dry, powdery and super slick, taking its toll on riders as one after

another they tried for the crest only to fall far short.

The minibikers, those stalwart midgets of the hillclimbers, were first to tackle the hill. Considering that none ride bikes bigger than about 75ccs, they didn't do too badly. The high mark, set by young Chris Bridges on his little Honda, was 230 feet. There were a lot of the bigger bikes that didn't do as well.

The 100 class brings out riders who are a bit more experienced on bikes a bit bigger. These riders fall into the 10 to 15 year old age range. Top mark here went to new-comer Brian Collier (Yam). He fought his way up nearly 300 feet, coming to a standstill at the 294 mark.

Youth and age battled it out in the 125 class. For the last few months, 13 year-old Mike Powell has led the way. Today he fell back to make room for the more mature Tom Turner on his super hot Honda.

Brent Coffey, on a Yamaha, managed to squeek out an eight foot victory over second place Carl Collier in the 175

class. With a 530 foot hill, this class set a high mark of 440 feet.

Usually one or two of the better 250 stock bikes will manage to top the hill, at least on the second run. But, today wasn't the usual hillclimb. Craig Mock managed a win, but his high mark was only 514 feet. Gary Peterson, riding two different bikes, was a dominating factor in this class. He took second place on his 250 Honda, came back and secured third on his 250 Yamaha.

The smallest bike to crest the hill today, and even then it wasn't done in the first run, was Doug Hall's highly modified 250 Bultaco. Hall was the only 250 modified to go over the hill, being awarded first place brass for his efforts.

During the first round of competition, Mike McDanel, riding a stock 360 Yamaha, was the first man over the hill. Only about 20 other riders could repeat the feat on their first try. Most of these were on bikes of 500cc or more.

The second round of competition saw a few more riders go over the top. Even so, with 100 entries, a surprisingly few made the grade.

The third round of a hillclimb competition is often one of the most exciting. This is when the starting line is moved higher up on the hill and the riders don't get to start on the easier grade. Often there were as many as three move-up points, but with the condition of the hill today, one was enough!

With the starting block set at the 220 foot mark, those riders who had topped the hill from the original start prepared to go at it again. Smallest bike on the line was Hall's Bultaco. It was valiant, but not strong enough to go over.

The bikes got bigger and bigger, but the going didn't get any easier. Ron Saffel, riding a modified 650 Triumph, looked like he had the top eliminator spot all wired. The mark he set at 518 feet from the move-up point looked good. Then came the last run of the day. Everyone else had been eliminated, and no one had been over the hill.

Last man to ride in the Open class, and the last one with any chance of taking the first place trophy from Saffel, was lanky Neal Mackel on his 750 Triumph. Mac's bike is highly modified, but he had switched back to burning gasoline instead of fuel. Was his big bike ready to go over the top? No one doubted that Mac had the skill, but the hill had progressed from bad to impossible. It was now a matter of could the tall man miss the holes and ruts dug by the previous riders, get his bike revved to full power, and keep it under control?

Mac pulled away from the line, fought to round the dogleg on the hill, finally got his feet on the pegs, and turned on the power. He hit the ruts, bounced wildly, but managed to regain control. Finally, jumping up and over the bump, he topped the crest of the hill.

One bike topped the hill from the move-up point. One man managed to keep going where all others fell back. Neal Mackel held on to his title of "King of the Hill," and walked away with the top eliminator spot.

Results in the Results Section.

When the thumper ran out of horsepower, Tom LaRue tried some footpower. Even that wasn't enough to get over the top today.



IAN NASCIMENT

WANT ADS

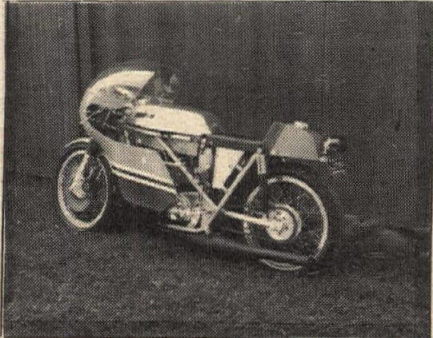
TZ 350

ROB North swingarm, Girling 4610's, Ferodos, hard-chrome trans., fresh engine, fairing and gearing included. Extras, Konis, etc. \$1900. Call Rich (303) 341-6065. (19/4x)

\$199.50 New Trailers \$199.50

3 bike/ramp — assem. or kit/F.O.B. Torsion bars, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, No. Hollywood, California. (22/TFN-E.O.I.)

'72 C.Z. 250cc, 5 speed, Mikuni, Akronts, Konis. Must sell, \$495.00. (213) 254-1306. (19/4x)



SEELEY-FRAME SUZUKI 500 to Daytona specs. See February 1974 CYCLE GUIDE for more information. \$2500.00. O/B/O before June 15. D. Manson, 17563 Rutherford, Detroit, Michigan 48235. (313) 761-4162. (19/2x)

On Any Sunday

You can still go riding! As an employee of Long Beach Honda you'll have SUNDAYS off, and many other benefits. We're now interviewing for parts personnel. Experience desired, but will train the right person. Call (213) 860-1354 ask for Bill Mallman or Byron Payton. (18/TFN)

Mechanic

Immediate opening for motorcycle research and development mechanic. Responsibilities include: Dyno testing, field testing, proto-type testing, production testing. Requirements: Must know carburetion, electrical systems, welding, machining, and must be able to improvise, and have own tools: 2 stroke racing experience desirable. Top salary. Send resume to: The Indian Motorcycle Company, 1535 West Rosecrans, Gardena, California 90249. Attention: Mr. Jerry Greer; or call (213) 532-7376. (19/2x)

Trail and Trial Riders

Attention

The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send \$3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

Factory Shock Coolers

Moved your shocks forward, shocks setting hot, dampening goes away? Larger oil reservoir and aluminum finned coolers solve that. Fits any shock, \$48.00. (G.G. Chaplin, 61 5th St., Cayucos, California 93430.) (805) 995-3462. (19/2x)

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Jerry Branch flows and ports racing heads for champions. Going racing? Call Jerry at (213) 595-4659. 1637 E. Burnett, Long Beach. (7/TFN)

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Trade Honda 750

For 15' or 16' ski boat or 1968 or later P.U. truck. Trade up or down — bike has special seat, 4 in 1 exhaust, fairing, saddlebags, nice. Want Super Rat or good 100cc Honda engine. Call eves. (213) 287-2563 or days (213) 283-3649. (19/2x)

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Make that 250 a rocket. Complete installation (parts and labor), \$100.00. Kit only for Bing carb., \$36.50. Kit only for Mikuni carb., \$30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

Motorcycle Business For Sale

Reasonable. Inventory and business. Quick sales. (805) 824-2724 or (805) 824-2887. (17/4x)

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Typist

New firm moving to Los Angeles area now hiring. Salary open. Send resume to Typewriter Co., P.O. Box 20325, San Antonio, Texas 78220. (19/4x)

Elsinore 250, '73 1/2

6" ply, Cheng Shin, never raced, and only ridden 5 times. \$900.00 or best offer. Call (213) 869-6552 after 5:00 p.m. (10/TFN)

\$15/30/5 Liability Insurance

Example: 450cc through 750cc, lowest, \$59. Highest, \$76. Phone or write for application. (213) 295-4469. California Motorcycle Insurance Agency, Box 4215, Inglewood, California 90309. (16/11x)

Fastest 250 Husky In Captivity!

1973 ex-works bike. Titanium and aluminum throughout. 7 1/2" travel forks. Curnutt's. Motor new throughout. THIS year's (1974) Grand Prix cylinder and secret reed valve. You can't buy this item anywhere (except now that is). \$995.00 full price. Call now 'cause it won't last long! (213) 367-1722. (19/2x)

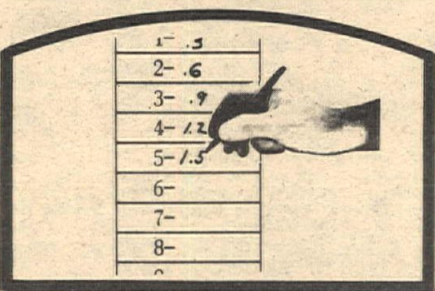
Clean 125 Penton

Ported, milled head, plastic fenders, Akronts, new tires, small tank, \$625.00 or best offer. (213) 893-2330. (20)

WANTED: Sell your baffles from Honda 750 K2, \$5.00. Mike (714) 998-0683. (20)

1974 Yamaha 250 MX

Five hours ridden, new condition. Vesco 3.8 gal. desert tank, Diamond chain, Filtron, K&N bars, extras. Injury forces sale. Only \$1100.00. (714) 659-3715. (19/2x)



Enduro Chart Paper

Pre-Numbered in minutes, 1/2" spacing, 2 1/4" wide chart paper, conversion chart 1 to 40 MPH, simply write in mileage. * 12 hour enduro chart, \$1.95; * 3, 12 hour enduro charts, \$4.95; Postage paid. Enduro Charts, P.O. Box 2251A, Irwindale, California 91706. (19/2x)

Wanted Mechanic

We need one full-time first class mechanic. Only journeyman need to apply. Highest guarantee anywhere, plus 50% commission. Paid holidays, paid vacation, paid medical. Honda experience mandatory, Kawasaki experience desirable. Call Bob at Tri City Cycle (714) 821-4710. (17/TNF)

New 400 CZ

Set up for MX. Everything and extras. Call for more (714) 530-3654. (20)

Wanta Honda?

Here it is. 1972 CB 350 for \$600.00 or take a 1972 CB 500 for only \$1175.00. Call after 5 (714) 626-3218. (18/TFN)

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MUST be qualified AND experienced in Honda motorcycles. Excellent opportunity for good Honda man. Many benefits, Mission Honda, (service department), 26371 Avery Parkway at San Diego Fwy., Mission Viejo, California. (714) 495-1026 or (714) 831-0122. (19/2x)



Russ Darnell MX School, May 5

Indian Dunes. \$15 limited entry. Call today! Learn how to straighten out motocross courses. All motocross technique covered. DIRT RIDER, DIRT BIKE recommends. (213) 367-1722. (19/2x)

Super Chain for Super Bike

Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, California. (2/TFN)

Kawasaki Motorcycle Store For Sale

Around \$55,000. Financing available. Contact Capital Kawasaki, 333 Sandoval, Santa Fe, New Mexico 87501. Phone (505) 983-9460. (14/8x)

Yamaha Swingarms

Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, \$85.00. YZ 250/360, \$85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

Triumph Flat Tracker

Also T.T. set up and spares. Axtell engine, Trackmaster frame. Write for more info: Rex Barratt, 2218 No. B Rutgers, Costa Mesa, California 92626. (18/3x)

Trick '73 Penton 125

Small tank, D.I.D. rims and X4 spokes, plastic fenders and side panels, ported, milled head, 28mm Bing carb., modified pipe, Koni shocks and more. Fast and reliable, \$700.00. (213) 656-6720. (20)

1973 Yamaha 250 MX, \$650

Looks great — runs perfect. (213) 361-3968. (20)

ROAD RACERS. Ex-KEL CARRUTHERS TD-2B, TR-2B with spares. Both have fresh rebuilds. Get two rides for the price of one. Asking \$2,500.00. J. Jamison, 10169 Empress Avenue, San Diego, California 92126 — (714) 271-8812. (20/4x)

'71 TRICK SUPER RAT — Race ported by CPW, reeded, Filtron, Uni levers, quick throttle, etc. 2 desert tanks, excellent condition, fast. Asking \$300.00. Cary (213) 454-9492. (20)

Very Reliable '73 Monark 125

Has all the trick goodies, Koba transmission, very quick, \$495.00 or ? (213) 790-6396. (20)

'73 1/2 Yamaha 175 Enduro

Excellent condition, never been dropped or in dirt. 70+ M.P.G., only 3,000 miles, all street equipped. ONLY \$675.00. (213) 379-6069. (20)

'72, 250 CZ, Like New!

Super trick, \$2,000 invested, very fast and reliable. \$595.00/offer. (213) 378-9698. (20)

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New knobbies, plastic fenders, runs strong and smooth, \$400.00. (714) 984-7697. (20)

750 Triumph Redline 1/2 Miler

Super fresh, race-ready, long rod with all mods. Barnes, Ceriani, Girlings, oil cooler, A.R.D., Mikuni G.P.'s, etc. Spares incl: Gearing, tires, pipes, crank and rods, full TT set-up, all legal, \$1450.00. (213) 641-3810 Ext. 2225 or (213) 641-9921, 6 p.m. on. (20)

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Ridden 5 times, "immaculate," \$800.00 firm. (714) 545-1054. (20)

'72 Yamaha 100 MX

Excellent condition, Akronts, Konis, Filtron, etc. \$350.00 or best offer. Evenings after 6:00 (213) 340-9002 ask for Bruce. (20)

MIKUNI — 34mm with manifold and adapters for 400 Husky, \$40.00. (714) 536-6752. (20)

Can-Am

Street legal enduro models in stock. Competition Services, 1244 North Gaffey Street, San Pedro, California. (213) 547-2203. (20/TFN)

'72 Cotton Trials 175cc

Parts availability excellent. New paint, parts, workshop manuals, extra parts and rims. 11 1/2" ground clearance, clutch, flywheel, pullers, \$380.00. (213) 376-6623. (20/3x)

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\$1049.00 total price

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Pasadena Honda

WANT ADS

Honda SL 125

1971 Honda SL 125. Dirt or street, A-1 condition (never laid on the ground), 1700 miles, \$520.00. Call after 5:30 p.m. (213) 867-1461. Also... helmet included in price. (18/TFN)

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Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford St., Arleta, CA. 91331. (213) 768-2233. (TFN)

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Good European franchise, with large service and accessory business. Two years old, growing fast in Willamette Valley, Oregon. About \$20,000, financing available. For more information call (213) 378-2566. (18/3x)

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\$1,500.00 worth of new parts in numbered part boxes. \$300.00 buys all. Malcolm Smith, K&N Motorcycles, 1689 West La Cadena Avenue, Riverside, California. Ph. (714) 686-8014. (18/3x)

Unstoppable '72, 450 WR

Front wheel VDO, 3.6 gal., Curnutts, 38mm Mikuni, 3.50/4.60, plastic fenders, Malcolm bag, Xdusor, bashplate, \$895.00 or \$850.00 w/o Speedo. (213) 821-4280. (20/3x)

Elsinore Parts

Hard to find, try us. Expert mail-order service to anywhere. Super bronze swingarm bushings, for 125 and 250 Elsinores, frame cutting, transmission modifications, and porting. Tom Sawyer Honda, 26062 Bouquet Canyon Road, Saugus, California 91350. (805) 259-4616. (20/2x)

1970 PENTON, \$350.00. '72 engine completely rebuilt. Call (213) 325-0288 after 5:30. (20)

Honda 1971, 350 CB

Has rebuilt engine and good tires, new chain, sprockets, extra rear tire, \$600.00 or best offer. Call (213) 425-8917. (20)

Yamaha Buena Park

Specials for the month: 300x21 Dunlop knobbies regular \$18.95 — OUR PRICE, \$14.95. Klotz power additive regular \$2.00 — OUR PRICE \$1.25. Tarco chain lube, 5 oz. can regular \$1.50 — OUR PRICE 99¢. 7872 Orangethorpe, Buena Park, California. (714) 523-8570 or (714) 439-7046. (20)

400 Husky '69

S&W shocks — Honda seals, Magura levers, reliable — new parts, \$400.00. (213) 376-8352. (20)

No Bust \$200.00 Reward

900 Superbowl tickets were stolen from Superbowl step van in La Mirada on Wednesday, May 15. Anyone approached by private party selling tickets, please contact Glen Baumgartner (213) 944-3931. (20/2x)

Dirt Riders Save Money

Send for free catalog. P. O. Box 215, Verdugo City, California 91046. (20/2x)

'73 Maico Radial, 400

2 tanks, extra fenders, Konis, plus Wheelsmith parts. Super condition, super price at \$875.00. (213) 397-2533. (20)

'71, 400 Suzuki Desert Ready

Frame job, Konis, Pettys, Uni levers, Filtron. 2 tanks, Skyway, more, \$400.00. Jim, 4 Aces M.C. (213) 398-3696. (20)

Wanted '71 Husky Parts

Need 250 inside cases, barrel, etc. (213) 943-8533. (20)

'72, 400 CR HUSKY, LOWERED, PORTED, Honda seals, clean, fast, not raced. Helmets, leathers, boots, etc. \$825.00. (213) 349-9446. (20)

1973 Montesa VR 250

Fast and reliable! Fresh rings, new Diamond chain. \$650.00 or best offer. (714) 545-7216. (20)

'73 ELSINORE 250, LIKE NEW. Only raced twice, just three months old. Excellent buy for \$900.00 or best offer. (714) 556-8074. (20)

Super Puch 125 — \$475.00 Cherry

1971 Puch 125 MX — not raced, new top end, new Arnacos, new Cheng Shin, Pettys, Magura, Filtron, 2 pipes, Akront. An impossible to beat deal at \$475.00 — offer. SFV (213) 766-8904. (20)

Super Desert Husky

360 Sportsman, up and down pipes, Curnutts, new tires 450-350, VDO Speedo, 3.5 gal. tank, extra parts. Need transportation. Trade for XL 250, w/lic. '74. Eves. (213) 372-5298. (20)

'72 Husky 250, 5-Speed

Super reliable, good tires; 3.50, 4.50. Curnutts, Honda seals, spare tank, 1st \$675.00 takes. Jim (213) 365-3808. (20)

'70 YAMAHA 125. PLASTIC TANK, fenders, levers. Down chamber, 21", 28mm carb., lowered frame, good condition — \$325.00. Jim (714) 993-5164. (20)

'72 Yamaha 250 MX

Very good condition, never raced. Must sell, \$650.00 or offer. After 5 p.m. (213) 675-3516. (20)

'70 YAMAHA 125 street and dirt equipment, \$300.00. (213) 328-6628. (20)

'64 to '67

El Camino, fiberglass shell, top reinforced to carry 400 pounds, \$200.00. Skyway Products, Brian Fabre (213) 365-3172. (20)

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Looks and runs great, many extras. Also '59 Ford pickup and camper shell only \$475.00. Bike, \$700.00. Both \$1,000.00. (714) 538-9530. (20)



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1972 Yamaha 350 R-R top end, TR3 cylinders, pistons, rods, chambers, carbs., double discs, alloy rims, Michelin tires, fairing, seat, more. \$2200.00. Call Pete (915) 598-5456. (20/5x)

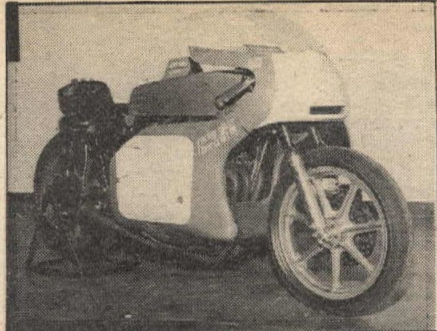
1970 Yamaha 250 MX

Straight cut gears, Bassani pipe, plastic fenders, new top end, excellent condition. (213) 677-8772. (20)

JOE HUNT Magneto for 650cc Triumph, excellent condition, \$110.00. (702) 323-0242. (20)

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'73 Bultaco Pursang Mark VI. Ported, large carburetor, Konis, extra large sprocket, and unbreakable fenders, excellent condition, \$625.00 or best offer. (714) 540-5869. (20)

Wanted

Maico 400 side cases and gas tank. After 6:00 p.m. (213) 425-7261. (20)

'73 CZ 250

Konis, full bore tire, PMC tank, 300x21 tire, Teflon piston, Mikuni. \$750.00 or best offer. (213) 675-6330. (20)

25% Savings on Insurance

Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211. (TFN)

Your 450 Husky Slow?

We can make your 450 much faster, smoother and start better. Complete job (parts, labor, 38mm Mikuni), \$175.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (18/TFN)

1972 Maico 501

Top condition, \$1,000.00. (213) 324-7748. (20)

'72 1/2, 175 KTM Penton

6 speed, excellent, not raced. Mikuni, new-top end, bars, quick turn, motoplat, mint condition. Ask for Brad (213) 651-0723. \$695.00. (20)

400 CZ

Zero hours. Priced to sell. All extras, \$750.00. After 6 p.m. (213) 765-2555. (20)

Maico 400 Radial, 1972

Aluminum tank, aluminum air box, aluminum shock bodies, aluminum rim, Wheelsmith pipe, tall seat, plastic fenders, \$780.00. (213) 845-7728. (20)

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'73 Roadranger, electric monomatic toilet, sleeps six, spare, twin Butane, radio, cassette deck, 12V 110V, etc. \$1750.00. Call Joe (213) 249-5367. (20)

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Also spare engine, \$350.00. Both excellent. (805) 947-8315. (20)

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Set up for desert, excellent condition, 34mm Mikuni, front D.I.D. with new 3.50 Cheng Shin. Curnutts, Diamond chain, skid plate, new trans., \$975.00. (714) 245-6198. (20)

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New Yamaha helmet, Metalflake, size medium, \$20.00. Almost new leathers, black/white stripe, size 34M, \$25.00. After 5:30 p.m. (213) 328-0907. (20)

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Ready to go for joy or race. Girlings, plastic number plates, D.I.D. front and rear, 350x21, 460x18. Must see to appreciate! \$600.00. (213) 442-7562. (20)

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250 YZs regular, \$1745.00. NOW ONLY, \$1395.00! Limited supply. Call now (714) 530-7340. (14/TFN)

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On one of our super '73 Monarks. Quality used bikes at unbelievable prices. (1) ISDT GS, \$599.00. (4) 125 MX, \$439.00-\$499.00.

New Penton

6th position with gas shocks in stock. Allied Cycle, Newhall (805) 259-5350. (20/2x)

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NGK Spark Plugs, 60¢. All accessories 20 to 50% off. Karcycle (213) 443-5712. (20/1x)

\$795 Out The Door

On a brand new TM 125 Suzuki at CAMPBELL SUZUKI, 14200 Lambert Road, Whittier, California. (213) 696-3306. (20)

Become An Expert For \$3.50

The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. Send \$3.50. (35/TFN)

'71 Yamaha 360 MX

73 MX shocks, forks. Just rebuilt, lowered, unbreakables, super clean, light, fast. Must see to appreciate, \$500.00/offer. (213) 799-4481. (20)

LATE '72, 125 PURSANG, CURNUTTS, plastic fenders, J bars, trick seat, \$450.00. Plus '71, '400 Husky MI model, superb condition, many extras, \$695.00, will bargain. (213) 749-0078. (20)

'73' Yamaha 250 MX

Must sell, cherry cond., 9 ports, new gears, new 36mm Mikuni carb. Call Mark or Carol after 6 p.m. (714) 772-9528. (20)

'72 1/2 250 CZ

Reed valve, Mikuni, alloy tank, super light, alloy bars, set-up nicely, hardly ridden, \$575.00. (714) 673-1551. (20)

'73 CZ 400

Mikuni, plastic fenders, two pipes, 3 tanks, new D.I.D. rim, new plastic levers, new grips, good condition, clean. Must sell, make offer. (213) 329-8194. (20)

New * G.P. Maico 400 * New

Mid-shock with \$140.00 alloy Konis. All Wheelsmith and plastic acc. DID and 8 gauge. Never started, mechanic's project bike. See at Competition Cycles, San Clemente. Gary (714) 492-2270. (20)

'70 YAMAHA 125 ENDURO WITH MX top end. Race ready, \$325.00. (714) 532-3101. (20)

1974 KAWASAKI KX 250, 2 MONTHS, excellent condition, \$995.00. '74 YAMAHA YZ 125, 9 hours, perfect, \$695.00. Deluxe 4 bike trailer, \$235.00 firm-cash. (714) 828-0190. (20)

Wanted — Man With Ulcers

Earn up to \$1500 a month. We want an energetic, ambitious type guy we can make into a manager. You can enjoy working here and we'll show you how to GET RID of your ulcers. Must know motorcycles, and be a real salesman, with parts and service background. We are one of the largest HONDA dealers. Also have other business interests. This is a career job, with top income potential. Write: CYCLE NEWS, P.O. Box 498, Dept. WA-D, Long Beach, California 90801. (14/TFN)

'72 1/2 Bultaco Pursang MK 5, 250

Good condition, fast, strong, reliable engine. Stock, going to summer school. Hope to sell soon, \$625.00/best offer. (213) 545-1837 or (213) 645-2256. (20)

Sharp Husky

125cc, 450 tank, Petty's, Filtron, skid plate, 28mm Mikuni, excellent, extras! Call eves. (213) 454-9592. (20)

Late '72 Rickman 125 MX'er

Super fast, 125 Rickman. Over \$400.00 invested. Too much to list. A steal at \$250.00. Need money now! (213) 944-4723. (20)

OSSA 250 PIONEER, 1970. Best dual purpose available, \$450.00. DUNSTALL NORTON 750 cafe racer, 1971. The genuine article. Speed, beauty, handling, 6,000 miles, immaculate. Trailer. (213) 398-4948. (20)

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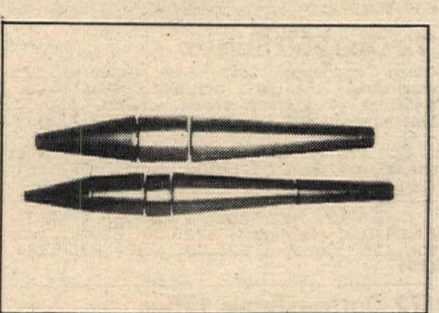
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Gates open: 7 a.m. — Prac: 8-9 — 1st race: 9:30
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(all mail entries must be received by Friday noon.)
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AMC '74 membership \$5.00

For info: 714-532-3923

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New in crate A75 engine with custom road racing frame. \$795.00 or best offer. Will take 650 Bonn. basket in part trade. (213) 376-1237. (20)

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Midway suspension, D.I.D. rims, super clean and quick, blueprinted engine, Wheelsmith pipe, raced twice, won once. \$850.00 or offer. (213) 287-7357. (20)

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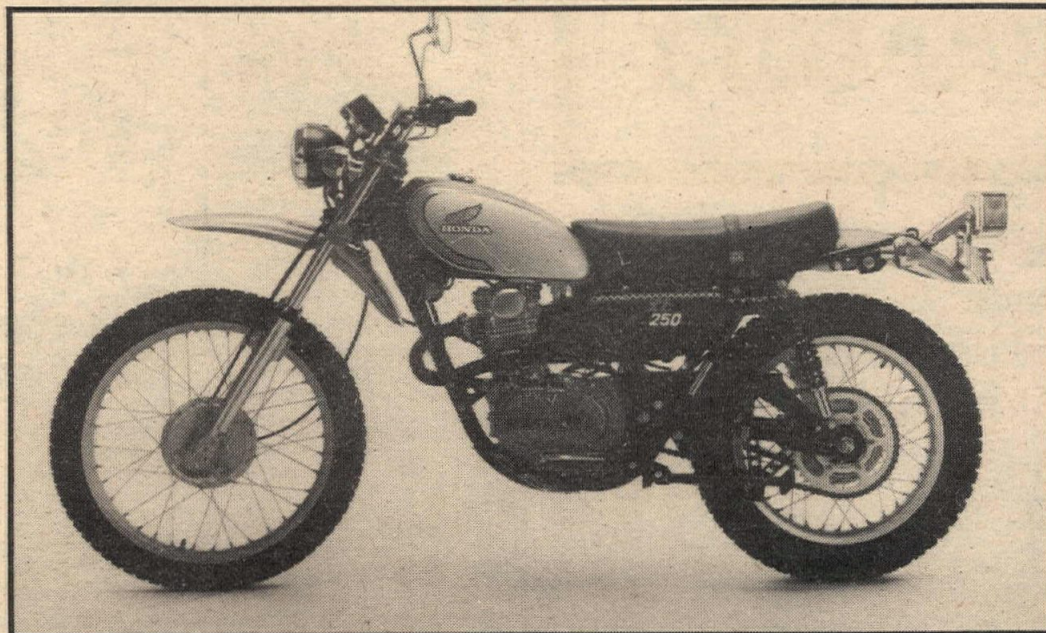


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1974 CYCLE NEWS POLITICAL ENDURO

Win this bike.



Checkpoint Number Four, May 29, 1974

The United States Department of Transportation's National Highway Traffic Safety Administration recently set a new safety helmet standard, known as Standard 218. According to the best sources of information on safety helmet design (The Snell Memorial Foundation, the Safety Helmet Council of America, Bell Helmets, Inc., and others) the new standard forces manufacturers to build helmets offering riders less chance of survival under actual crash conditions than current Snell Memorial Foundation approved helmets do. It works like this: 218 requires a softer helmet lining material, which is the major shock absorption section of a helmet. While this less dense liner will mean a rider has less chance of getting a headache if he falls off and impacts sand, clay, or some other yielding, flat surface, it does not perform as well in impacts on curved or sharp surfaces (rocks, cars, poles, bikes, etc). If a rider wearing a D.O.T. Standard 218 helmet hits a non-flat object (as happens in most serious high speed get offs where maximum protection is essential), the liner will "bottom out" and offer no protection.

A Snell approved helmet, on the other hand, will perhaps be a bit less comfortable when sitting still or falling down in sand, but gives a rider a better chance of surviving hard impacts.

For this checkpoint, contact the NHTSA and ask them the following questions:

- 1) What research is the basis for their insistence on adherence to the part of the standard requiring use of a softer helmet liner as pass/fail criteria.
- 2) Who did that research.
- 3) Why they feel the research source knows more about helmet design and impact survivability requirements than the Snell Foundation.
- 4) What standardized testing equipment is used throughout the helmet industry and by the NHTSA to insure that uniform standard testing readings are being turned out at all test locations around the country.

Write to Lewis S. Buchanan, Motorcycle Specialist, National Highway Traffic Safety Administration, Washington, DC 20591. Send Cycle News West, Department Political Enduro, Box 498, Long Beach, CA 90801 a copy postmarked May 29, 1974.

Checkpoint Number Five, May 31, 1974

Write to your United States Congressman and ask that Congress investigate D.O.T. Standard 218 and the research behind it. Explain why you feel this should be done to answer unanswered questions. Mail your letter to your congressman May 31, 1974, and send Cycle News West, Department Political Enduro, Box 498, Long Beach, CA 90801 a copy postmarked the same day.

The Cycle News Political Enduro's last checkpoint will be announced in the Cycle News dated July 3, and on sale June 25. The person completing the enduro with the least number of points wins a brand new Honda XL250K1, delivered in September, 1974. Winners will be announced during July, 1974.

The skill contest void where prohibited by law. Cycle News, Inc. employees, contributors, and their families are not eligible. All judging will be done by Cycle News, Inc., and all judging decisions are final.

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